

# Waimakariri District Council

# Agenda

Tuesday 5 March 2024

1.00pm

Council Chambers

215 High Street

Rangiora

**Members:**

Mayor Dan Gordon

Cr Neville Atkinson

Cr Al Blackie

Cr Robbie Brine

Cr Brent Cairns

Cr Tim Fulton

Cr Jason Goldsworthy

Cr Niki Mealings

Cr Philip Redmond

Cr Joan Ward

Cr Paul Williams

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The Mayor and Councillors  
**WAIMAKARIRI DISTRICT COUNCIL**

An ordinary meeting of the Waimakariri District Council will be held in the Council Chamber, Rangiora Service Centre, 215 High Street, Rangiora, on **Tuesday 5 March 2024** commencing at 1pm.

Sarah Nichols  
 GOVERNANCE MANAGER

**Recommendations in reports are not to be construed as Council policy until adopted by the Council.**

**BUSINESS**

Page No

1. **APOLOGIES**

2. **CONFLICTS OF INTEREST**

*Conflicts of interest (if any) to be reported for minuting.*

3. **ACKNOWLEDGEMENTS**

4. **CONFIRMATION OF MINUTES**

4.1 **Minutes of a meeting of the Waimakariri District Council held on 30 and 31 January 2024**

*RECOMMENDATION*

**THAT** the Council:

- (a) **Confirms**, as a true and correct record, the circulated Minutes of the meeting of the Waimakariri District Council meeting held on Tuesday 30<sup>th</sup> and Wednesday 31<sup>st</sup> January 2024.

TO BE CIRCULATED SEPARATELY

4.2 **Minutes of an extraordinary meeting of the Waimakariri District Council held on Wednesday 7 February 2024**

10 - 37

*RECOMMENDATION*

**THAT** the Council:

- (a) **Confirms**, as a true and correct record, the circulated Minutes of the extraordinary meeting of the Waimakariri District Council meeting held on Wednesday 7 February 2024.

**MATTERS ARISING (from Minutes)**

5. **DEPUTATIONS AND PRESENTATIONS**

5.1 **Ian MacIntosh**

Mr Ian McIntosh will share his views on Climate Change related matters.

## 6. ADJOURNED BUSINESS

Nil.

## 7. REPORTS

### 7.1 Adoption of Greater Christchurch Spatial Plan – R McClung (Principal Policy Planner)

38 - 381

#### *RECOMMENDATION*

**THAT** the Council:

- (a) **Receives** Report No. 240212019982.
- (b) **Receives** the Greater Christchurch Partnership Committee resolutions from 16 February 2024 in Attachment i (Trim: 240220024426).
- (c) **Receives** the Hearing Panel Recommendations Report dated 17 January 2024 as Attachment ii (Trim: 240213020097).
- (d) **Adopts** the final version of the Greater Christchurch Spatial Plan as recommended by the Panel in Attachment iii (Trim: 240213020097) as:
  - (i) The Spatial Plan for Greater Christchurch; and
  - (ii) The joint Future Development Strategy for Greater Christchurch for the purposes of meeting the obligation to produce a Future Development Strategy under section 3.12 (1) of the National Policy Statement on Urban Development 2020.
- (e) **Delegates** authority to the Independent Chair of the Greater Christchurch Partnership to authorise any amendments of minor effect, or to correct minor errors to the final version of Greater Christchurch Spatial Plan and make design edits prior to formal public circulation.
- (f) **Acknowledges** and thanks the Hearings Panel members for the considerable time and effort expended as part of undertaking their role as Hearings Panel members.

### 7.2 Greenspace draft Waimakariri Natural Environment Strategy – V Spittal (Principal Policy Analyst: Climate Change and Sustainability)

382 - 391

#### *RECOMMENDATION*

**THAT** the Council:

- (a) **Receives** Report No. 240215022513.
- (b) **Adopts** the recommendations from the Natural Environment Strategy Project Control Group regarding the feedback from the pre-consultation process as outlined in the pre-consultation summary document, Trim 240222027425.
- (c) **Delegates** the final sign-off of the Waimakariri Natural Environment Strategy suite of documents to the Mayor and Chief Executive.
- (d) **Approves** the Waimakariri Natural Environment Strategy suite of documents for release for public consultation via the 2024 Long Term Plan process.
- (e) **Approves** that the report be made public; however, that Attachments i and ii remain public excluded to protect the privacy of natural persons, including that of deceased natural persons as per LGOIMA Section 7(2)(a).

7.3 **Raven Quay Water Renewal – Request for additional budget** – C Fahey (Water and Wastewater Asset Manager)

392 - 396

*RECOMMENDATION*

**THAT** the Council:

- (a) **Receives** Report No. 240213020236.
- (b) **Approves** bringing forward \$200,000 from the 24/25 financial year to complete the Raven Quay water renewals project in 23/24. The project involves replacement of approximately 140m of Asbestos Cement (AC) water main that has been assessed to be due for replacement.
- (c) **Notes** that construction of the water main at Raven Quay was originally planned for 24/25. However due to a wastewater rising main project being completed across the road this financial year, it makes sense to time both construction activities to minimise disruption to traffic, nearby properties and businesses in the busy Kaiapoi CBD area.
- (d) **Notes** that design for both the water main renewal and wastewater rising main projects have already been completed and the intention is to sole source procure the construction work with the Water Unit.
- (e) **Notes** that there is \$350,000 water renewals budget available in 24/25 in the draft LTP for water pipeline renewals in Kaiapoi. This is being funded from the Kaiapoi Renewals Fund which has sufficient balance to enable budget to be brought forward without any rating impact on the Kaiapoi Water Supply.
- (f) **Notes** that bringing forward construction of the water main at Raven Quay to occur in 23/24 will not have any impact on the delivery of existing capital projects in 23/24. The forecast indicates that 84% (by value) of all capital projects that are currently tracked will be completed.

7.4 **Submission: Environment Canterbury Regional Council Regional Land Transport Plan** – T Allinson (Senior Policy Analyst)

397 - 491

*RECOMMENDATION*

**THAT** the Council:

- (a) **Receives** Report No 240223027698.
- (b) **Ratifies** the attached submission on Environment Canterbury's Regional Land Transport Plan. (TRIM: 240219023862)
- (c) **Circulates** the report and attached submission to the community boards for their information.

## 8. **MATTERS REFERRED FROM THE SOLID AND HAZARDOUS WASTE WORKING PARTY**

- 8.1 **Kerbside Collection Standardisation: Amendments to Solid Waste and Waste Handling Licensing Bylaw Terms and Conditions** – K Waghorn (Solid Waste Asset Manager)  
*(Refer to attached copy of report no. 240205016484 to the meeting of the Solid and Hazardous Waste Working Party meeting of Tuesday 27 February 2024)*

492 - 523

### RECOMMENDATION

**THAT** the Council:

- (a) **Receives** Report No. 240205016484.
- (b) **Approves** the following changes to Appendix 1 (Terms & Conditions) of the Solid Waste & Waste Handling Bylaw:
  - i. Change Clause 18 iii to read “In bins for Organics - Compostable kitchen food scraps and garden material which Council lists as acceptable, that is placed loose in the bin, and that is free of inorganic and unsanitary contamination. The list of acceptable compostable organic materials will be held on the Council’s website, will be updated as necessary and any changes to materials that can be accepted will be advertised in local media.”
  - ii. Change Clause 18 iv to read “In containers for Residual Waste/Rubbish – All waste originating from domestic activities not suitable for Recycling or Composting through Council–provided services, and that is not Prohibited Waste.”
  - iii. Change the website address in the first bullet point of Clause 18 vi to read “<https://www.waimakariri.govt.nz/services/rubbish,-recycling-and-organics/transfer-stations>”.
  - iv. Change the final sentence in Clause 27 to read “Approval of eligibility for the service will be administered by the Solid Waste Team, Utilities and Roading Department”.
- (c) **Notes** that the proposed change to Clause 18 iii is consistent with the wording in Clause 18 i which Council approved previously when the Solid Waste & Waste Handling Bylaw Terms & Conditions were amended in 2019.
- (d) **Notes** that the proposed change to Clause 18 iv updates the clause to specify that compostable materials that are unsuitable or unacceptable in organics bins can be placed in rubbish bins and bags.
- (e) **Notes** that the proposed changes to the first bullet point in Clause 18 vi and the final sentence in Clause 27 are to update recent changes made to the Council website and reflect the formation of the Solid Waste Team within the Utilities & Roading Department.
- (f) **Notes** that the Solid Waste & Waste Handling Bylaw will be reviewed later in the 2024 calendar year and that the draft document will be brought to the Council for approval before it is taken put out for public consultation.
- (g) **Circulates** Report No. 240205016484 to all Community Boards for their information.

## 9. **HEALTH, SAFETY AND WELLBEING**

### 9.1 **Health, Safety and Wellbeing Report February 2024** - J Millward (Chief Executive)

524 - 536

#### *RECOMMENDATION*

**THAT** the Council

- (a) **Receives** Report No 240221025693
- (b) **Notes** that there were no notifiable incidents this month. The organisation is, so far as is reasonably practicable, compliant with the duties of a person conducting a business or undertaking (PCBU) as required by the Health and Safety at Work Act 2015.
- (c) **Circulates** this report to the Community Boards for their information.

## 10. **COMMITTEE MINUTES FOR INFORMATION**

### 10.1 **Minutes of a meeting of the Audit and Risk Committee of 13 February 2024**

537 - 545

#### *RECOMMENDATION*

**THAT** Item 10.1 be received for information.

## 11. **COMMUNITY BOARD MINUTES FOR INFORMATION**

### 11.1 **Minutes of the Oxford-Ohoka Community Board meeting of 8 February 2024**

546 - 556

### 11.2 **Minutes of the Woodend-Sefton Community Board meeting of 13 February 2024**

557 - 564

### 11.3 **Minutes of the Rangiora-Ashley Community Board meeting of 14 February 2024**

565 - 572

#### *RECOMMENDATION*

**THAT** Items 11.1 to 11.3 be received for information.

## 12. **MAYORS DIARY**

### 12.1 **Mayor's Diary – Thursday 1<sup>st</sup> February –Sunday 25<sup>th</sup> February 2024**

573 - 574

#### *RECOMMENDATION*

**THAT** the Council:

- (a) **Receives** report number 240223028026.

### 13. **COUNCIL PORTFOLIO UPDATES**

- 13.1 **Iwi Relationships** – Mayor Dan Gordon
- 13.2 **Greater Christchurch Partnership Update** – Mayor Dan Gordon
- 13.3 **Government Reforms** – Mayor Dan Gordon
- 13.4 **Canterbury Water Management Strategy** – Councillor Tim Fulton
- 13.5 **Climate Change and Sustainability** – Councillor Niki Mealings
- 13.6 **International Relationships** – Deputy Mayor Neville Atkinson
- 13.7 **Property and Housing** – Deputy Mayor Neville Atkinson

### 14. **QUESTIONS**

(under Standing Orders)

### 15. **URGENT GENERAL BUSINESS**

(under Standing Orders)

### 16. **MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

*Section 48, Local Government Official Information and Meetings Act 1987.*

In accordance with section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act (or sections 6, 7 or 9 of the Official Information Act 1982, as the case may be), it is moved:

1. That the public is excluded from the following parts of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public-
16.1	Confirmation of Public Excluded Minutes of Council meeting of 30/31 January 2024	Good reason to withhold exists under section 7	To protect the privacy of natural persons, including that of deceased natural persons (s 7(2)(a) and to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).
16.2	Confirmation of Public Excluded Minutes of Council meeting of 7 February 2024	Good reason to withhold exists under section 7	To protect the privacy of natural persons, including that of deceased natural persons (s 7(2)(a) and to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).
16.3	Minutes to be received for information Public Excluded portion of Oxford-Ohoka Community Board meeting of 8 February 2024	Good reason to withhold exists under section 7	To protect the privacy of natural persons, including that of deceased natural persons (s7(2)(a) and to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Section7(2)(i).
16.4	Minutes to be received for information Public Excluded portion of Audit and Risk Committee meeting of 13 February 2024	Good reason to withhold exists under section 7	To protect the privacy of natural persons, including that of deceased natural persons (s7(2)(a) and to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) LGOIMA Section7(2)(i).



Item No.	Subject	Reason for excluding the public	Grounds for excluding the public-
<b>REPORTS</b>			
16.5	Contract 22/37 River Road Urbanisation – Tender Evaluation and Contract Award Report	Good reason to withhold exists under section 7	The contents of the report remain public excluded, as there is good reason to withhold in accordance with Section 7(h) of the Local Government Official Information and Meetings Act; “enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities”, but the recommendation be made public, once the contract has been signed.

**CLOSED MEETING**

*Refer to Public Excluded Agenda (separate document)*

**OPEN MEETING****17. NEXT MEETING**

The next ordinary meeting of the Council is scheduled for Tuesday 2 April 2024, commencing at 1pm.

**MINUTES OF A MEETING OF THE WAIMAKARIRI DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, ON WEDNESDAY 7 FEBRUARY 2024 WHICH COMMENCED AT 1PM.**

**PRESENT**

Mayor D Gordon (Chairperson), Deputy Mayor N Atkinson (Chairperson from 2pm – 3pm), Councillors A Blackie (departed at 4.30pm), B Cairns, T Fulton, J Goldsworthy, N Mealings, P Redmond (remotely via Teams), J Ward, and P Williams.

**IN ATTENDANCE**

J Millward (Chief Executive), G Cleary (General Manager Utilities and Roading), S Hart (General Manager Strategy, Engagement and Economic Development), C Brown (General Manager Community and Recreation), K Simpson (3 Waters Manager), S Nichols (Governance Manager), J McBride (Roading and Transport Manager), G MacLeod (Greenspace Manager), S Allen (Water Environment Advisor) (remotely via Teams), C Fahey (Water and Wastewater Asset Manager), K Howat (Parks and Facilities Team Leader), H Downie (Senior Advisor Strategy and Programme), V Thompson (Senior Advisor Business and Centres), A Smith (Governance Coordinator).

In Attendance: Board Chairpersons J Gerard (Rangiora-Ashley Community Board) and J Watson (Kaiapoi-Tuahwi Community Board).

**1. APOLOGIES**

Moved: Mayor Gordon

Seconded: Deputy Mayor Atkinson

**THAT** apologies be received and sustained from Councillor Brine for absence, Mayor Gordon for absence from 2pm to 3pm, and Councillor Blackie for early departure from the meeting at 4.30pm.

**CARRIED**

**2. CONFLICTS OF INTEREST**

Councillor Mealings and Deputy Mayor Atkinson declared conflict of interest with Agenda Item 7.7 *Fernside Road/Todds Road Intersection – Purchase of land over current designations held over No. 7 Todds Road and No. 245 Fernside Road*, due to their roles as Commissioners in the District Plan Hearings.

Councillor Cairns declared a conflict of interest with Agenda Item 8.2 *Kaiapoi Food Forest Education Shelter* as a Trustee of the Kaiapoi Food Forest Trust,

Deputy Mayor Atkinson declared a conflict of interest with Agenda Item 7.10 *Kaiapoi Night Market* on grounds of being the Chair of the District Licencing Committee, in case the group sought a liquor licence in the future.

**3. ACKNOWLEDGEMENTS**

3.1 **Michael Petterson** – former Honorary Belgian Consul to New Zealand.

Mayor Gordon acknowledged the recent passing of Michael Petterson, who had been a good friend of this Council and was one of those involved in initiating the twinning relationship between Waimakariri and the Zonnebeke Municipal Council in Belgium.

3.2 **Alwyn Williams** – wife of former Kaiapoi Borough Council Mayor Ben Williams and Mayoress from 1971 to 1980.

Mrs Williams gave many years of service to the Kaiapoi community.

The Council stood to observe a moments silence.

### **New Years Honours**

- 3.3 **John Brakenridge – Companion of the New Zealand Order of Merit** – for services to the New Zealand food and fibre sectors and the merino industry.
- 3.4 **Phillip (Phil) Humphreys – Member of the New Zealand Order of Merit** – for services to people with disabilities and sport.

Mayor Gordon noted that Phil Humphreys was also a prominent member of the Kaiapoi RSA.

- 3.5 **Paul Reti – Member of the New Zealand Order of Merit** – for services to ju-jitsu.

On behalf of the Council, Mayor Gordon wrote to these three residents congratulating them on their New Years Honours.

Mayor Gordon also acknowledged the members of All Together Kaiapoi for organising and running the Waitangi Day event which was held on the previous day and the many other functions they had run in Kaiapoi over recent years. It was tinged with sadness that the Waitangi Day event would be the last event that All Together Kaiapoi, in its current form, would be holding. Chairperson Jackie Watson, Trustees and Coordinator Linda Dunbar were all acknowledged as well as the memory of the late Chris Greengrass who had been the initiator of this group and many of the events it had organised during the years. It was hoped that there would be interest from other community groups in Kaiapoi to take up the running of these events and discussions were currently underway.

Mayor Gordon also attended the Waitangi Day function at Rangiora Borough School and congratulated the organisers of this event.

## **4. CONFIRMATION OF MINUTES**

### **4.1 Minutes of a meeting of the Waimakariri District Council held on Tuesday 5 December 2023**

Moved: Councillor Williams

Seconded: Councillor Goldsworthy

**THAT** the Council:

- (a) **Confirms**, as a true and correct record, the circulated Minutes of the meeting of the Waimakariri District Council meeting held on Tuesday 5 December 2023.

**CARRIED**

### **4.2 Minutes of an extraordinary meeting of the Waimakariri District Council held on Wednesday 20 December 2023**

Moved: Councillor Ward

Seconded: Councillor Fulton

**THAT** the Council:

- (a) **Confirms**, as a true and correct record, the circulated Minutes of the extraordinary meeting of the Waimakariri District Council meeting held on Wednesday 20 December 2023.

**CARRIED**

**MATTERS ARISING (from Minutes)**

There were no matters arising.

**5. DEPUTATIONS AND PRESENTATIONS**

There were no deputations or presentations.

**6. ADJOURNED BUSINESS**

There were no adjourned items of business.

**7. REPORTS****7.1 Waimakariri Water Zone Committee Progress Report 2022-2023 – S Allen (Water Environment Advisor)**

Committee Chairperson Carolyne Lathan and Deputy Chair Erin Harvey were in attendance for the presentation of the 2022/23 Progress Report for the Waimakariri Water Zone Committee. S Allen spoke to the report and thanked the members of the Committee for being present. The achievements of the \$50,000 Action Fund were highlighted. This fund had been provided to the Zone Committee from Environment Canterbury (ECan) and had achieved good results, including funding for various projects by community groups in the district. The inaugural Environmental Awards presented in 2023 had been a success and provided a good connection to the community, highlighting what different groups and individuals were accomplishing. The 'Top Ten Tips' document that the Zone Committee members had been involved in producing, provided valuable information to lifestyle block owners and a copy of this document had been included with the report. Matters for 2024 that the Zone Committee would focus on included a refresh of community members to the Committee as well as the Committee's three-year Action Plan which was up for review, having run from 2021.

C Lathan advised that ECan had posed some questions to be answered prior to the Zone Committee review later in the year which would require a response from the Council.

E Harvey spoke on Plan Change 7, which had become partially operative in 2023. Some aspects of catchments within this district would be reviewed and had set timeframes for completion.

Councillor Fulton sought an update on the Ashley Rakahuri Master Plan implementation. In response, C Latham said that consultation had taken place and that ECan would be using the feedback received to update the Plan. S Allen added that the Water Zone Committee had not led the consultation which had included the Council.

In response to a question from Councillor Fulton, staff agreed to invite Waimakariri Irrigation Ltd to speak to the Council, especially in light of the recent shareholders voting on the Wrights Road water storage facility.

Councillor Mealings commended the 'Ten Top Tips' document. C Latham agreed that this was a great resource and hoped it would be well used. Thanks were extended to the Council for distributing the Tips with rates notices.

Moved: Councillor Fulton

Seconded: Councillor Mealings

**THAT** the Council:

- (a) **Receives** report No. 240117006336.
- (b) **Receives** the Waimakariri Water Zone Committee Annual Report for the year ending 30 June 2023.
- (c) **Notes** a membership refresh, an update of the Waimakariri Water Zone Committee action plan, and Committee review will be undertaken this calendar year.
- (d) **Acknowledges** and thanks the Waimakariri Water Zone Committee for their work.
- (e) **Circulates** the Waimakariri Water Zone Committee Progress Report for 2022-23 to Community Boards, and Drainage, Stockwater, and Water Supply Advisory Groups, for their information.

**CARRIED**

Councillor Fulton extended thanks to C Latham, E Harvey and S Allen for the work they had done for the Water Zone Committee.

Councillor Mealings also thanked the Zone Committee members for all the valued work carried out within the community.

Mayor Gordon acknowledged the work of the Zone Committee, and the successful partnering for the inaugural Environmental Awards in 2023. This Water Zone Committee was a success story and was making progress with environmental issues in the district. It was acknowledged that this was not the case with all Zone Committees in Canterbury. The future of the Zone Committee required further discussion, and Mayor Gordon said he would like to see the Water Zone Committee continue. C Latham and E Harvey were thanked for their commitment to the committee and for attending the Council meeting. In response, C Latham extended thanks to the Council for its support of the Zone Committee.

*Item 7.7 was taken at this time. Note that the minutes have been recorded in accordance with the order of the Agenda as circulated.*

7.2 **Chlorine Exemption Revised Strategy** – K Simpson (3 Waters Manager) and C Fahey (Water and Wastewater Asset Manager)

The report sought the approval of the Council for a proposed revised approach to chlorine exemption applications for the previously unchlorinated water supplies in Rangiora, Kaiapoi, Woodend-Pegasus, Waikuku Beach, Oxford Urban and Cust. Due to the response from the Cust application, which had been declined in June 2023, staff now believed that any other applications submitted would not pass in their current form therefore staff recommended that they be withdrawn. There were some differences with the Woodend-Pegasus exemption application compared to the Cust supply, however it was likely to also be declined. Staff believed there would be information gained from the assessment of this application. Staff recommend that the remaining four applications for Rangiora, Kaiapoi, Waikuku Beach and Oxford Urban be parked, based on recommendations from Taumata Arowai.

Staff had become aware of further information since the report was written and K Simpson advised that an exemption application from Selwyn District Council (SDC) for Rakaia Huts had been approved by Taumata Arowai. This application was a similar size to the Cust Water Supply. It had yet to be decided by SDC whether they would undertake the full extent of the work required to meet the exemption criteria. SDC had undertaken work on the estimated cost for submitting exemption applications for 17 of their total 27 water supplies (there were some supplies that were not considered suitable for exemption) and this had been estimated at cost of \$82 million in total. As part of the SDC draft Long Term Plan, it had been decided to inform the public of the cost of exemption applications, however, not to make any provision for seeking exemptions as part of this Long Term Plan process. Waimakariri District Council still had significant work to do to determine what the quantum of work would be to upgrade the six water supplies to be in a position to apply for further exemptions, however based on the estimations that SDC had undertaken, and previous estimations by WDC staff, the figure of \$100 million for all the Councils chlorine exemption applications would be applicable. C Fahey added that exemption applications have a five-year timeframe, after which they would need to be resubmitted.

Councillor Fulton sought further clarification on what the differences were in relation to the Woodend-Pegasus exemption application and the exemption applications for the other Council water supplies and what the Council could learn from this application. C Fahey advised that the Woodend-Pegasus supply had a unique treatment for manganese and iron removal with a bio-filter, and there would be some value in receiving an understanding of Taumata Arowai's response to the biological treatment. The differences in the distribution network were also noted.

Mayor Gordon noted the intention to include a new recommendation (f). During a recent conversation he had with the new Minister of Local Government he had raised the point that it was almost impossible to achieve exemption under the present standards. Mayor Gordon believed the Council would have a strong case to put forward with new applications.

In response to a question from Councillor Cairns, C Fahey advised that since the installation of chlorine in the Council's drinking water supplies, there had been no significant negative response from the community, however this should not be taken as community support of chlorinating the water supplies.

Councillor Cairns noted that there were 314 requirements listed in the Water Services Act, and if staff knew that all these could not be complied with, why would an exemption application be progressed. K Simpson advised that even if a water supply had chlorine treatment, it was still necessary to meet a lot of the other requirements. Staff were finding it challenging to demonstrate compliance to meet the set standards, when there was chlorine treatment. Based on the Cust decision and what had been learnt from neighbouring Council's exemption applications, was currently there was a lack of confidence that all the requirements would be met and boxes able to be ticked for the Water Services Act.

Regarding the Selwyn Huts water supply, K Simpson advised that Selwyn District Council had used this as a test case and done significant work to the treatment of the supply and replaced all the pipework. There was a requirement for further upgrades to be undertaken, including installing smart meters and other requirements relating to the chlorine equipment. To date, SDC had spent approximately \$300- 400,000 involving upgrading the Selwyn Huts water scheme.

Councillor Mealings supported the suggestion of Mayor Gordon for an additional recommendation (f). In response to the suggested recommendations, Councillor Mealings asked if there was a communications plan in place to advise the community on the proposed strategy of the Council regarding this matter. It was important that if the Council chose not to continue with exemption applications until further investigations had been undertaken, that this did not impact the current standard of drinking water that the Council was providing.

C Fahey confirmed that there would be a discussion with the Communications Team on this matter. It was confirmed that this advice should include information on the estimated cost of \$100 million to submit exemption applications and that an exemption was only valid for five years.

Councillor Redmond enquired how having water meters installed would improve the quality of water supplies. C Fahey responded that the primary reason for installing water meters would be to account for where the water was going, and if it was not being used, there must be issues with leakage. If high leakage was detected, this would indicate integrity issues within the network.

Councillor Redmond suggested updated wording for recommendation (b), which was met with approval from members at this time. Councillor Redmond also acknowledged his support for the additional recommendation (f).

Councillor Fulton sought information on the cost to continue investigating in Woodend-Pegasus exemption application. C Fahey advised the cost would be \$18,000 for this assessment, however there had not been any indication from Taumata Arowai at this point, of the need for any further resources.

Moved: Mayor Gordon

Seconded: Councillor Williams

**THAT** the Council:

- (a) **Receives** Report No. 240123008722.
- (b) **Approves** withdrawing and reloading amended chlorine exemption applications for Rangiora, Kaiapoi, Waikuku Beach and Oxford Urban water supplies when investigations required to determine the pathway to chlorine-free water have been completed for all Council's on-demand supplies.
- (c) **Notes** that Taumata Arowai has provided a clear indication following the decline of the Cust exemption application that most of the points relevant to Cust are also relevant to the other supplies and therefore, it is highly unlikely that an exemption will be granted for those supplies based on status quo. They have also indicated we should only be submitting applications that are of a standard that will be considered for approval. This brings into question the benefit of continuing with the remaining applications in their current form.
- (d) **Notes** that the Woodend-Pegasus exemption application is currently being assessed as this supply has some points of difference to the Cust supply, such as the biological filtration process for manganese removal and larger sized distribution network. Even though this application is also highly likely to be declined, there will be some information gained from the assessment that would benefit the consideration of pathway to chlorine free water for the remaining on-demand supplies.
- (e) **Notes** that a future report will be presented to Council to consider the potential approach, including costs and timeframes, for a pathway to obtain chlorine exemptions for on-demand supplies in the future, based on the decision received for Cust and Woodend-Pegasus and further discussions with the water regulator Taumata Arowai.
- (f) **Supports** advocacy to the new Minister for Local Government on the challenges of achieving exemptions.
- (g) **Circulate** this report to the Community Boards for their information.

**CARRIED**

Mayor Gordon noted that this report indicated that the Council needed to do a lot more work to achieve exemption compliance and believed this motion sent a message to the community that the Council was not giving up. The public expected the Council to do all it reasonably could to achieve chlorine exemption for drinking water supplies. Mayor Gordon stressed that a clear communications plan should be developed, and it was important that any cost implication needed to be explained to the community. With the additional recommendation (f) it was hoped that there could be an opportunity for further consideration of the challenges with achieving exemption. Mayor Gordon confirmed his support to advocate to the Minister on the challenges of achieving exemption compliance, and did not like the current situation that the Council was being put in.

In supporting the motion, Councillor Williams stated that it was important for the public to know that the Council was not giving up on this matter, noting that Waimakariri had one of the best water supplies in New Zealand. Waimakariri water supplies were safe to drink without chlorine.

Councillor Fulton expressed his support for the motion however also spoke in relation to the Cust supply exemption application in support of work continue on this and building on what had been learnt so far.

Councillor Redmond commented that he remained committed to pursuing chlorine exemption applications and supported the motion as a way forward and hopeful of a good outcome. He was determined that the chlorine exemption applications got relodged. Exemptions needed to be affordable for Councils and it was hoped this would result, following discussions with the new government. Councillor Redmond referred to previous workshop discussions with Taumata Arowai where it had been indicated that it would be willing to work with the Council on the Cust exemption application. He also commented that the exemption approval granted to Selwyn District Council for Selwyn Huts water supply was subject to conditions.

Mayor Gordon also advised he would be writing a letter to the Minister on the concerns of this Council, as well as advocating for a meeting. The letter would be circulated to Councillors for feedback before it was sent. Mayor Gordon acknowledged the extraordinary amount of work that staff had put into this matter to date. He also endorsed the previous comments that this was no reflection of the current state of Council water supplies or the exemplary work of the Council staff. In order to achieve exemptions, the bar was set very high and it was important to get clarity from the new government if this was reasonable. Once this was achieved, work could continue of exemption applications and what the cost would be for our communities to achieve that.

*At 2.10pm Mayor Gordon vacated the Chair and left the meeting and Deputy Mayor Atkinson assumed the Chair with the meeting continuing.*

### **7.3 Adoption of Greater Christchurch Partnership Housing Action Plan – S Hart** (General Manager Strategy, Engagement and Economic Development)

Lucy Baragwanath, Principal Strategic Advisor, Greater Christchurch Partnership (GCP) was in attendance during consideration of this report.

S Hart presented the report and the Greater Christchurch Partnership (GCP) Joint Housing Action Plan (the Plan) to the Council for adoption and implementation. This Plan would be helpful for the Council's own housing portfolio programme and had been endorsed by the Committee of the GCP in December 2023.

In response to a question from Councillor Goldsworthy, S Hart advised that Phase 1 would be helpful to this district and did not see any disadvantage. Phase 1 of the Action Plan would provide information, data and modelling, that would also contribute to the development of the Council's own housing strategy.



Councillor Cairns enquired if there had been any discounts offered to developers for provision of social housing. S Hart confirmed that there were no discounts offered by this Council and this would be part of the Phase 1 investigation.

Councillor Williams suggested there would be financial implications, referring to staff input. S Hart said this could equate to five to ten hours per week by one staff member. Where this information was known, it was confirmed that this would be included in future reporting to the Council. Deputy Mayor Atkinson confirmed that the funding for the Greater Christchurch Partnership was included in the Councils Long Term Plan.

Moved: Deputy Mayor Atkinson

Seconded: Councillor Cairns

**THAT** the Council:

- (a) **Receives** Report No. 231221206415.
- (b) **Adopts** the Greater Christchurch Housing Action Plan.
- (c) **Notes** that Phase 1 implementation actions have been included into the appropriate Council Units 2024 work programmes and can be delivered within existing resourcing.
- (d) **Notes** that the Greater Christchurch Housing Action Plan has been endorsed by the Chief Executives of the partnering Councils and was endorsed by the Greater Christchurch Partnership Committee on 8 December 2023.
- (e) **Notes** that on completion of Phase One, and prior to any work on Phase Two beginning, staff will bring back a report to Council highlighting the results of the phase one actions for consideration and to determine how to proceed.
- (f) **Circulate** this report to all Community Boards for their information.

**CARRIED**

Deputy Mayor Atkinson said it was important for Phase 1 of the Housing Action Plan to progress, to allow the following Phases to progress and move forward. Deputy Mayor Atkinson encouraged Councillors to support this motion.

Councillor Cairns said it was important for a better way to be found to put people into homes and suggested that this district had previously been disadvantaged in receiving funding for emergency and social housing.

Councillor Williams said in future he would like to know the costs to the Council for commitment to this Plan.

Councillor Mealings noted that this was important work and Councils needed to work together. There had been considerable work undertaken gathering data on housing needs, including for this district and it was valuable to have this information. Councillor Mealings noted her support for the motion.

Councillor Redmond offered his support for Phase 1, and this motion.

#### 7.4 **Consent Fee Waivers Application John Knox Church** – K Howat (Parks and Facilities Team Leader)

K Howat advised that the John Knox Church in Rangiora was requesting funding to cover Resource Consent costs and Building Consent costs for the rebuild of its church and community facilities at 260 High Street. The church facilities were demolished following the 2020/11 earthquakes.

The request was to a value of approximately \$35,000 and had initially been to the Fee Waivers Committee for consideration. The committee had referred this onto the Council for a decision, due to the value being sought to be waived. The Church was a significant provider of community services in the district and as at the end of 2023, had raised up to 89% of the total cost of the construction of \$3.01million, with \$346,000 funding still to be raised. Recently Council staff had been advised that the church had received a grant of \$100,000 from the Rata Foundation. It had been decided not to apply to the Lotteries Commission for any funding.

The Building Consent fees had now been paid. It was pointed out that there was currently \$27,000 in the Councils fee waiver fund however there needed to be funds left in the pool for other requests for consent grants, and the staff recommendation reflected this, suggesting a grant of \$7,500 towards the resource consent costs. This would then leave approximately \$19,000 in the Council fund to the end of the financial year for other applications. The Church had demonstrated its ability to raise money, and also had the option available of interest free loans.

Following a question from Councillor Goldsworthy, K Howat provided information on some examples of grants that had recently been approved for local groups. It was pointed out that these grants were not of the scale of this request from the John Knox Church.

The Chief Executive advised that there had previously been grants extended to groups relating to rebuilding following the earthquakes 2010/2011.

Moved: Councillor Williams

Seconded: Councillor Blackie

**THAT** the Council:

- (a) **Receives** Report No. TRIM 231123188486.
- (b) **Notes** the request from John Knox Church to cover the Resource and Building Consent fees has an approximate total cost of \$35,500.
- (c) **Approves** a grant to the John Knox Church to cover Resource Consent only, with costs up to a maximum of \$7,500.
- (d) **Notes** that recommendation (c) is the preferred staff option.
- (e) **Notes** that any cost approved for the John Knox Church would be from the Resource and Building Consent budget line item 10.530.100.2467.
- (f) **Notes** to date \$862 has been spent from the Resource and Building Consent Budget, leaving a current balance of \$36,758.

**CARRIED**

**7.5 Emergency Funding for Turbidity Issues at Oxford Rural No. 1 Water Supply – C Fahey (Water and Wastewater Asset Manager)**

C Fahey and K Simpson presented this report which provided an update to the Council on the final costs incurred from unplanned emergency works required on the Oxford Rural No. 1 water supply following turbidity water quality incident that occurred on 31 May 2023. At the time of this issue, a budget of \$120,000 was sought, to get the water supply back up and running. There were issues with the primary well and since this initial budget was granted, a total of \$235,950 was spent on unplanned emergency works, which was \$115,950 over the approved budget. This was a result of additional works required that were not identified as part of the initial scope when budget was requested. The hidden nature of these issues made it difficult to clearly quantify these works, at the time of the initial scope.

There were no questions from members.

Moved: Councillor Ward

Seconded: Councillor Goldsworthy

**THAT** the Council:

- (a) **Receives** Report No. 240116004811.
- (b) **Approve** the additional budget for the final spend of \$235,950. This is \$115,950 over the approved budget of \$120,000 originally sought and approved by Council for the emergency works at Oxford Rural No.1 water supply.
- (c) **Notes** that the reasons for the additional budget being required is due to additional works that were not identified as part of the initial scope when budget was requested. Considering the hidden nature of the issues, there were difficulties in correctly estimating the required scope at that stage.
- (d) **Notes** that the emergency backup supply at Rockford Road River Intake had to be turned on when the primary well was being re-developed, and due to the surface water source not being compliant with the Drinking Water Quality Assurance Rules, a boil water notice had to be issued for the duration that the emergency source was being used.
- (e) **Notes** that the rating implication of the \$235,951 spent on the emergency works will increase the Oxford Rural No.1 water rate by 2.1% or by \$18.68 for a standard 2-unit connection, from \$909.20 to \$927.88, effective from July 2024.
- (f) **Notes** that the emergency works carried out at the Oxford Rural No.1 water supply has increased the resilience of the water supply as it now has an operational emergency backup supply that is available to be turned on when required.
- (g) **Circulates** this report to the Audit and Risk and Utilities and Roading Committees for their information.

**CARRIED**

Councillor Ward noted that this matter had been discussed previously by the Council and the work needed to be undertaken.

Councillor Goldsworthy thanked staff for their work on this matter.

Councillor Williams, though supporting this motion, expressed disappointment that there had not been better scoping for the cost of the project initially.

Councillor Fulton supported the motion and took the opportunity to support the acknowledgement in Item 5.1 of the staff report, of Te Ngai Tuahuriri hapu as likely to be affected, noting that the provision of safe and reliable drinking water was of great cultural importance.

Councillor Mealings noted the inconvenience to the residents of Oxford with this issue happening so close to Christmas and thanked staff for their work in fixing the problem.

7.6 **Moving Forward: Waimakariri Integrated Transport Strategy 2035+ - Final Strategy for Adoption** – H Downie (Senior Advisor – Strategy and Programme on behalf of the Integrated Transport Strategy Project Control Group)

This report sought approval of the Council to adopt the Waimakariri Integrated Transport Strategy 2035+. The matter had previously gone out for consultation with significant stakeholder engagement over the past 18 months. The draft strategy went out for public consultation in September 2023 and received 102 responses during the consultation period. Following this consultation and workshop discussion with the Council, the draft Strategy had been amended to reflect the submissions and comments received. This was a high-level document but remained flexible and was a live document. There was a lot of projects signalled in the project and some of these could be achieved in current budget and it was also confirmed that adopting the Strategy now had no rating impact on the Long Term Plan work however it would support a sound platform for seeking external funding in the future.

Councillor Williams asked what the financial implications were for adoption of this Strategy. It was confirmed that there were 60 projects included in the Strategy, however scoping would be required for each of the projects. Where there was funding required, this would come back to the Council as part of the 2025/2026 Annual Plan process. There was no specific cost relating to this report, however the scoping was still to be done, and staff confirmed that there were some projects listed that could be undertaken by existing staff time and resources.

Moved: Councillor Cairns

Seconded: Councillor Fulton

**THAT** the Council:

- (a) **Receives** Report No. 231128190996.
- (b) **Adopts** the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* (231212199868).
- (c) **Notes** that the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* has been endorsed by the Waimakariri Integrated Transport Strategy Project Control Group, whose Terms of Reference includes to 'review the final Strategy, provide feedback, and recommend its adoption to Council'.
- (d) **Notes** that the development of the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* has been informed by a series of technical assessments and considerable early stakeholder engagement, including Management Team and elected member involvement, and that wider community feedback was sought through the formal public consultation process during September 2023.
- (e) **Notes** that 102 responses were received during public consultation on the draft *Moving Forward: Waimakariri Integrated Transport Strategy 2035+*, which are summarised in Attachment ii (231017165854).
- (f) **Notes** that the final *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* reflects the PCG's recommendations, following public consultation, that were discussed with Council at its workshop on 21 November 2023.
- (g) **Notes** that Community Board engagement has informed the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+*, including Community Board membership on the dedicated Stakeholder Working Group established for this project, together with memos circulated and Community Board workshops held, and that Community Boards had the opportunity to submit on the draft Strategy.

- (h) **Nominates** the General Manager, Strategy, Engagement and Economic Development to confirm any minor edits to the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* (final print ready version) as required prior to finalising.
- (i) **Notes** that the *Moving Forward: Waimakariri Integrated Transport Strategy 2035+* is a high-level, flexible and 'live' document, and that should any future significant change in policy by the new Government impact on the strategic directions underpinning the Strategy, the Strategy can be reviewed, amended and brought back to Council for further consideration.

**CARRIED**

Councillor Cairns thanked staff for the considerable amount of work undertaken on this Strategy, which would be a worthwhile live document and any cost for projects included in the Strategy, would be something for the Council to consider in the future.

Councillor Fulton acknowledged that this document acknowledged the changing transport needs of the district and that the Council needed to be responsive.

Comment from Councillor Mealings endorsed the motion and the robust process that this Strategy had been through. Councillor Mealings commended the Strategy noting it would provide a sound platform for external funding applications for projects in a national direction.

**7.7 Fernside Road/Todds Road Intersection – Purchase of land over current designations held over No. 7 Todds Road and No. 245 Fernside Road – J McBride (Roading and Transport Manager), K Straw (Civil Projects Team Leader)**

*Deputy Mayor Atkinson and Councillor Mealings, having declared a conflict of interest, left the meeting during consideration of this report. This Item was considered after Item 7.1 in the agenda.*

This report sought approval of the Council to commence formal property purchase negotiations over current Road Designations that were included in the Proposed District Plan. As the Plan had not been adopted, these designations were not formalised, however it was advised that the property owners were aware of the designations and had raised no objections. D Young noted that the Council had resolved some time ago to place the designations over the properties and was now at the point of proceeding with the intersection improvement construction. It was noted that there had been a change in the land required on Suttons land where the Council was seeking less than the full designation. A portion of the land required for the designation had been built on and it was no longer available for the Council to obtain. Staff had made sure that the component works would still fit the land available and were comfortable with the outcome. It was advised that there were still some elements of the project to be confirmed including relocation of the driveway, and an easement for some Mainpower work which would form part of a Memorandum of Agreement. It was confirmed that this project was budgeted by the Council.

Councillor Redmond referred to paragraph 5.2 of the report, which indicated that the Trucking Association would be informed of the project as the route was frequented by commercial vehicles. It was requested that all groups who attend the Waimakariri Road Safety Working Group meetings be informed of the proposal for this intersection improvement, rather than just the Trucking Association. D Young and J McBride confirmed that this would be the case.

Moved: Councillor Fulton

Seconded: Councillor Ward

**THAT** the Council:

- (a) **Receives** report No. 230921148303.
- (b) **Authorises** staff to commence property negotiations to purchase up to 42.5m<sup>2</sup> (more or less as required) from No. 7 Todds Road to allow for the upcoming intersection improvement project.
- (c) **Authorises** staff to commence property negotiations to purchase up to 116m<sup>2</sup> (more or less as required) from No. 245 Fernside Road to allow for the upcoming intersection improvement project.
- (d) **Notes** that staff will also prepare a Memorandum of Agreement with both property owners to include all other ancillary matters such as an easement as required to accommodate a MainPower stay wire within private property (not being purchased), fencing, plantings and driveways.
- (e) **Notes** that the staff will seek approval from the Council to purchase and ratification of the Memorandum of Agreements once the negotiations are completed.
- (f) **Notes** that the Scheme Design has been through an independent Road Safety Audit, minimising the risk that land purchase area will be inadequate for the design.
- (g) **Notes** that there is a total project budget of \$464,000 over the 2023/24 and 2024/25 financial years which is sufficient to allow this property purchase to proceed.
- (h) **Circulates** this report to the Rangiora-Ashley Community Board for their information.

**CARRIED**

*Deputy Mayor Atkinson and Councillor Mealings returned to the meeting following consideration of Item 7.7.*

7.8 **Bradleys Road/McHughs Road/Tram Road Roundabout – Approval of Scheme Design and Purchase of land at No. 3 Wards Road, Mandeville** – J McBride (Roading and Transport Manager) and K Straw (Civil Projects Team Leader)

The report, sought approval to begin negotiations with the property owner at No. 3 Wards Road to allow for the upcoming intersection improvement project. The plans to improve this intersection would involve the need for land on the northern side of the intersection. Following discussion and an explanation from staff, it was suggested that the size of the land to be purchased not be specified in the recommendation and this would be determined following negotiations with the property owner.

J McBride explained that if the land was not purchased and available for this roundabout development, there would be constraints in the size of roundabout for an 80kph area. This would mean drivers would be compromising and taking risks in driving through a roundabout at speed.

Councillor Mealings mentioned the existing water race and suggested that may be some treatment required there. D Young responded that this matter would be followed up.

Following a question from Councillor Williams, J McBride suggested there had been several roundabouts cost efficiently built in the district and was confident that the total budget price of \$1.9m would cover the cost of the land and roundabout construction.

Councillor Fulton suggested that there would be a significant level of interest by the community with this project and D Young agreed there could be a targeted consultation process undertaken initially. This would not be undertaken until discussions had been held with the landowner.

Councillor Fulton asked if this roundabout would have implications with its close proximity and access to the Mandeville retail village. J McBride suggested it would help improve access to the village and safety in the area. J McBride advised that the Waka Kotahi funding was still to be confirmed at this stage, however Waka Kotahi had been supportive of the project. There was a small risk regarding funding and the messaging to the community would need to advise this. The funding for design would be included in the current National Long Term Plan (NLTP) financial year, and the funding for construction would be within the next NLTP period. Regarding the safety audit, J McBride confirmed that there had been a Scheme design safety audit and there would be further safety audits undertaken as the project progressed.

Moved: Councillor Fulton

Seconded: Councillor Mealings

**THAT** the Council:

- (a) **Receives** report No. 231004156477.
- (b) **Approves** the Scheme Design for the proposed roundabout at the intersection of Tram Road / Bradleys Road / McHughes Road.
- (c) **Authorises** staff to commence property negotiations to purchase land from No. 3 Wards Road as required to allow for the upcoming intersection improvement project.
- (d) **Notes** that Council approval is required prior to any land purchase being completed.
- (e) **Notes** that there is a total project budget of \$1,900,000 over the 2023/24 and 2024/25 financial years to allow this property purchase, and subsequent roundabout construction to be completed.
- (f) **Notes** that the Scheme Design has undergone an Independent Road Safety Audit to confirm that the roundabout is appropriately sized, and that the proposed land purchase area is sufficient for the required roundabout. Further Road Safety Audits will be carried out on the Detailed Design, and Post Construction stages of the project.
- (g) **Circulates** this report to the Oxford-Ohoka Community Board for their information.
- (h) **Authorises** staff to undertake early consultation with those directly affected and ensure that the outcome of the Safety Audit was made available to those interested.

**CARRIED**

Councillor Fulton believed there would be considerable interest from the community on this proposed project. Early consultation would be an opportunity to answer questions before this went out to the wider community.

Councillor Mealings in supporting the motion, said comments from the community had indicated that they were receptive to the roundabout design. This would make it so much easier and ease congestion in the mornings, or when there were significant sporting events at Mandeville.

*Mayor Gordon resumed the Chair 3.12pm and at this time, the meeting went into public excluded. Note that the minutes have been recorded in accordance with the order of the Agenda as circulated.*

**MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

*Section 48, Local Government Official Information and Meetings Act 1987.*

In accordance with section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act (or sections 6, 7 or 9 of the Official Information Act 1982, as the case may be), it is moved:

Moved: Mayor Gordon

Seconded: Councillor Blackie

That the public be excluded from the following part of the proceedings of this meeting:

16.3 Funding of Kairaki Development Contributions

The general subject of the matter to be considered while the public was excluded, the reason for passing this resolution in relation to the matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution were as follows:

<b>DEPUTATION AND REPORT</b>			
16.3	Funding of Kairaki Development Contributions	Good reason to withhold exists under section 7	Under section 7 (i),(j) of the Local Government Official Information and Meetings Act 1987, this report remains Public Excluded to maintain the effective conduct of public affairs and commercial compliance until community communications by the Trust have commenced.

**CARRIED**

*The meeting adjourned at 3.15pm and reconvened at 3.30pm in public excluded. Following consideration of public excluded Deputation and public excluded Item 16.3, the open meeting resumed at 4pm.*

**Resolution to resume in Open Meeting**

Moved: Mayor Gordon

Seconded: Deputy Mayor Atkinson

**THAT** the Council:

- (a) **Resolved** that the open meeting resumes and that the business discussed with the public excluded remained public excluded as resolved.

**CARRIED**

7.9 **Speed Management Plan – Submissions Summary and Next Steps** – J McBride (Roading and Transport Manager) and G Cleary (General Manager Utilities and Roading)

The report was taken as read.

Councillor Redmond asked why the Council was not following the advice of the Minister of Transport and continuing Hearings. Staff explained the situation.

Moved: Councillor Cairns

Seconded: Councillor Fulton

**THAT** the Council:

- (a) **Receives** Report No. 240124010183.



- (b) **Receives** all submissions on the Draft Speed Management Plan 2023-2027.
- (c) **Approves** continuing with the Hearings to allow submitters to present their views through the hearings process, for the Hearings Panel to then consider possible speed limit changes, and to make recommendations to the Council without adoption of the overarching Speed Management Plan at this time, as outlined in Option Two.
- (d) **Notes** a Hearing date of 28 February 2024 is proposed.
- (e) **Notes** that a separate report to the Hearings Panel meeting will be prepared.
- (f) **Notes** that changes to the original Setting of Speed Limit Rule 2022 were made in December 2023, and this included the removal of the mandate to prepare a Speed Management Plan and implement changes outside of schools by December 2027.
- (g) **Notes** that the Minister of Transport has signalled that a new Setting of Speed Limit Rule is being prepared and will be released in early 2024 and a decision on adoption of the overarching Speed Management Plan can be considered once there is further clarity.

#### LOST

Deputy Mayor Atkinson noted that the Council could not predict what the Central Government would do. Therefore, if they amended the Setting of Speed Limits Rule 2022, the Council would have to go out to public consultation again. He, therefore, believed that it was too soon to have the hearings on the Speed Management Plans. Deputy Mayor Atkinson further noted that the use of variable speed signs at schools was sensible.

Councillor Williams agreed with the comments made and felt that the Council needed to wait for confirmation from the Central Government prior to spending ratepayer money.

Councillor Redmond commented that the motion was going against Central Government advice. He thought it would be procedurally better to wait for the new Setting of Speed Limits Rule as the Council would then know what the guidelines were and which framework it would be operating. He hoped that the new rule would also include signage changes. Councillor Redmond noted that the Central Government had indicated it did not support permanent speed reductions around schools.

Councillor Blackie opposed the motion as the Council was being asked to proceed when the Central Government had signalled, they were very likely to change the plan.

#### Amendment

Moved: Councillor Goldsworthy

Seconded: Mayor Gordon

**THAT** the Council:

- (a) **Receives** Report No. 240124010183.
- (b) **Receives** all submissions on the Draft Speed Management Plan 2023-2027.
- (c) **Approves** continuing with the Hearings to allow submitters to present their views through the hearings process, for the Hearings Panel to then consider possible speed limit changes, and to make recommendations to Council without adoption of the overarching Speed Management Plan at this time, as outlined in Option Two.
- (d) **Notes** a proposed hearing date would be confirmed upon hearing the advice of the new Government.
- (e) **Notes** that a separate report to the Hearings Panel meeting will be prepared.

- (f) **Notes** that changes to the original Setting of Speed Limit Rule 2022 were made in December 2023 and this included the removal of the mandate to prepare a Speed Management Plan and implement changes outside of schools by December 2027.
- (g) **Notes** that the Minister of Transport has signalled that a new Setting of Speed Limit Rule is being prepared and will be released in early 2024 and a decision on adoption of the overarching Speed Management Plan can be considered once there is further clarity.

**CARRIED**

The amendment then became the substantive motion.

Councillor Goldsworthy commented that the feeling from the Councillors seemed to be that this was not the right time. However, there was still a genuine desire to hear from the community on this topic.

Mayor Gordon noted that the comments made were valid. He did not believe there was harm in delaying the hearing, given that the Central Government was likely to provide direction on this matter shortly. If the Council proceeded with the hearings at this time, it would have to potentially go back out to public consultation again. He shared the concerns of the community, particularly around schools.

Councillor Cairns agreed that it was a very pragmatic solution.

*At this time, Items 7.11 and 7.14 were considered, however, the Minutes follow the order of the agenda.*

*Deputy Mayor Atkinson left the room.*

**7.10 Kaiapoi Night Market Proposal – V Thompson (Senior Advisor Business and Centres)**

*Deputy Mayor Atkinson declared a potential conflict of interest as he was the Chairperson of the Waimakariri District Licencing Committee, and the Kaiapoi Night Market may need to apply for an Alcohol Licence in future. He, therefore, left the meeting.*

V Thompson advised that approval was being sought to issue a one-year Licence to Occupy to Market and Investments Limited to host a weekly night market in Kaiapoi. The market preferably wanted to operate on Sunday or Saturday nights at the Charles Street Park and Ride site. She noted that the market would need to secure a Resource Consent in order to operate, however, this was independent of the Licence to Occupy process. The Council would receive some rental income for the market each night it operated, and it was anticipated that the market would provide opportunities to local suppliers. Staff would review the performance of the market at three months and six months of operation to determine if it was having an adverse impact on hospitality businesses in the area. The Licence to Occupy also included termination clauses in the Council's favour if staff were to find that it had an adverse impact.

S Hart confirmed that staff had looked at the site and the timing, and there should not be an interruption to the services provided by Park and Ride at that site.

Councillor Cairns noted that when new businesses were established in the district, the Council provided a discount on rates based on their market growth. He raised a concern that, effectively, the Licence to Occupy and the fee that would be paid to the Council would change based on the size of their income from the market. Councillor Cairns was worried that there were effectively 50 hospitality retailers that had to pay rates and rental and the market would effectively be given a discount from Council. He questioned how the Council would ensure that we were fair to everyone across the board.

V Thompson noted that staff did an assessment of the existing markets in the district prior to determining the proposed rental fee for the market and the rate was comparable with the Ohoka Farmers Market. Staff acknowledged the feedback about the bricks-and-mortar businesses paying a premium rent, hence the clause in the Licence to Occupy to review it at three months and six months and the review of the fees after one year to assess if it was an appropriate level to charge.

Councillor Redmond enquired if staff had considered targeted consultation with local businesses, and if not, why. He noted that there were many empty shops in Kaiapoi and suspected businesses were struggling. V Thompson reported that staff had not undertaken any public consultation about the market proposal. However, public consultation could be undertaken if required by the Council. S Hart noted bringing more activity into Kaiapoi may possibly make those vacancies more attractive for potential business.

Mayor Gordon asked what consultation had occurred with the Kaiapoi-Tuahiwi Community Board. V Thompson noted that the Board considered the matter in November 2023, and the Board endorsed a year-long Licence to Occupy for the market subject to the Council's approval.

Councillor Redmond questioned if staff accepted the impact of the proposed market on local businesses was unknown. V Thompson acknowledged that staff did not know the impact that the market would have on local hospitality businesses. However, that was why staff had included the review clauses in the Licence to Occupy.

Councillor Mealings commented that on face value, the rental staff wanted to charge the market sounded acceptable. However, she enquired if the staff were aware of the opening hours of other businesses in Kaiapoi. V Thompson noted that she did not have any details on the operating hours of businesses in Kaiapoi.

Councillor Ward sought clarity if the \$161.25 per market day was per stall holder or for the whole market. She asked how the Council would cope with the cleaning up after the market. V Thompson advised that was the fee that the Council received as a rental for the market day. In terms of the operations, there should be no fees for the Council as the market would be responsible for the clean-up and security.

Moved: Mayor Gordon

Seconded: Councillor Cairns

**THAT** the Council:

- (a) **Agrees** that the report pertaining to the Kaiapoi Night Market Proposal lay on the table pending consultation with businesses in Kaiapoi and the Kaiapoi Promotions Association.

**CARRIED**

*Deputy Mayor Atkinson returned to the meeting.*

**7.11 Chairperson's Report for the period October 2022 to December 2023 – J Gerard**  
(Chairperson, Rangiora-Ashley Community Board)

Rangiora-Ashley Community Board Chairperson J Gerard was present to speak to this report. He highlighted some of the challenges in 2023 which were difficult to deal with, such as cycleways, and the Queen Street trees. The Board received a deputation from some Queen Street residents who wanted the trees removed or severely trimmed. That was a complicated matter for the Board because Queen Street was an iconic street in Rangiora. Most of the Board was, therefore, of the view that the whole of Rangiora would have to be consulted on the possible removal of the trees.

J Gerard commended the Council for being inclusive by keeping the Board Chairpersons and Boards informed about major issues. He noted that one of the matters the Board would be looking to the Council for leadership was around law and order. The Board felt strongly that the lack of New Zealand Police presence in Rangiora and Kaiapoi needed to be addressed. He concluded by thanking the Council members appointed to the Board for their contribution.

Moved: Mayor Gordon

Seconded: Councillor Ward

**THAT** the Council:

- (a) **Receives** report No. 231004156622.
- (b) **Circulate** a copy of this report to all the Community Boards.

**CARRIED**

Mayor Gordon acknowledged J Gerard's leadership of the Rangiora-Ashley Community Board. He noted that the Council appreciated the leadership the Board had been providing on some fairly difficult issues. The Council's policy was to be inclusive and to involve the Community Boards as much as possible in decision-making. He acknowledged the Board's concern about a need for police presence in towns; he had made it clear that regardless of where the new police station may be located, there must at least be a kiosk presence in Rangiora.

Councillor Ward commented that she valued J Gerard's leadership and experience in these difficult times. There were many new members on the Board, which was good, as gaining experience and knowledge was important, and having J Gerard in the Chair was admirable.

7.12 **Chairperson's Report for the period October 2022 to December 2023** – S Powell  
(Chairperson, Woodend-Sefton Community Board)

There were no questions from Councillors.

Moved: Councillor Williams

Seconded: Councillor Fulton

**THAT** the Council:

- (a) **Receives** report No. 231004156619.
- (b) **Circulate** a copy of this report to all the Community Boards.

**CARRIED**

7.13 **Chairperson's Report for the period October 2022 to December 2023** – T Robson  
(Chairperson, Oxford-Ohoka Community Board)

There were no questions from Councillors.

Moved: Councillor Mealings

Seconded: Councillor Fulton

**THAT** the Council:

- (a) **Receives** report No. 231004156608.
- (b) **Circulate** a copy of this report to all the Community Boards.

**CARRIED**

7.14 **Chairperson's Report for the period October 2022 to December 2023** – J Watson  
(Chairperson, Kaiapoi-Tuahiwi Community Board)

Kaipoi-Tuahiwi Community Board Chairperson, J Watson, was present to speak to this report. She noted that over the last decade that she had served on the Board, their sole purpose had been to make Kaiapoi a visitor destination, and she believed that they had succeeded, especially by using the Kaiapoi River as the focal point. She thanked the Council for the support.

Moved: Deputy Mayor Atkinson      Seconded: Councillor Cairns

**THAT** the Council:

- (a) **Receives** report No. 231004156628.
- (b) **Circulate** a copy of this report to all the Community Boards.

**CARRIED**

Deputy Mayor Atkinson commented that J Watson's leadership had been exceptional. Board members had been actively participating in decision-making, which was very helpful when assessing what it was that the community wanted. The Board had mainly focused on regeneration, and the benefits were now visible within Kaiapoi.

Councillor Cairns noted that J Watson was the only Board member from the previous term, and she had managed the process of bringing the new members on board very well. He congratulated the Board for bringing value to Kaiapoi.

Mayor Gordon endorsed the comments that were made. He noted that under the acknowledgements at the commencement of the meeting, the Council acknowledged the role that All Together Kaiapoi had played in Kaiapoi, particularly with the organisation of the Waitangi Day event.

7.15 **Councillors Attendance at LGNZ Zone 5/6 Conference** – S Nichols (Governance Manager)

The report was taken as read and there were no questions from Councillors.

Moved: Mayor Gordon      Seconded: Councillor Redmond

**THAT** the Council:

- (a) **Receives** Report No. 240121007784.
- (b) **Approves** all Councillors having the ability to attend the Local Government New Zealand Zone 5/6 conference on 21 and 22 March 2024 in Christchurch, accompanying the Mayor.
- (c) **Notes** a verbal report from attendees will be provided to a future workshop to discuss information and opportunities learnt from the attendance.

**CARRIED**

Mayor Gordon believed that it was going to be an interesting conference. He was involved in the organisation of the conference and a number of Government Ministers already confirmed to speak. It was an ideal opportunity post-election to come together and understand what Local Government's priorities were and how we, as Local Government, could work in an effective partnership.

Councillor Redmond commented that it was a very small cost. He felt these conferences were of great benefit to members. He, therefore, supported the motion and encouraged colleagues to attend.

## 8. MATTERS REFERRED

- 8.1 **New North of High Laneway and Adjacent Car Parking** – H Downie (Senior Advisor – Strategy and Programme), G Stephens (Design and Planning Team Leader) and A Childs (Property Acquisitions and Disposals Officer)

*(Refer to report no. 231109180522 to the Rangiora-Ashley Community Board meeting of 13 December 2023 and minutes of that meeting).*

H Downie spoke to the report, noting that it was referred from the Rangiora-Ashley Community Board, which had approved the concept plan. The report sought approval to allocate a budget for the project

Councillor Williams questioned why the Council were paying costs of \$455,000 towards a laneway when the main benefit was to the developer. S Hart explained that, as per the report, there were many different benefactors of the laneway. The laneway helped service the back of the ASB building and provided access to the Blake Street car parking, which connected with High Street. It enabled another active laneway into what would otherwise be a dark, narrow space in the town centre, which would not meet requirements and could become a dangerous environment. He believed that there were quite significant benefits from the Council's investment in the laneway. It also followed the Council's Town Centre Plan that was adopted in 2020, which was to improve laneway access into the northern part of the town centre.

In response to a question from Councillor Williams, S Hart explained that the furniture that the Council was paying for was street furniture to enhance the streetscapes, and not the furniture to be used for the businesses.

Moved: Councillor Ward

Seconded: Deputy Mayor Atkinson

**THAT** the Council:

- (a) **Receives** Report No. 231109180522.
- (b) **Notes** that the Rangiora Ashley Community Board has endorsed the Rangiora North of High Street Laneway Concept Plan (Attachment i, 231128190543).
- (c) **Notes** that the total project cost to implement the Rangiora North of High Street Laneway Concept Plan is estimated to be approximately \$777,000, which is made up of a combination of project components as shown in recommendation (d), the costs of some of which are part of the wider project of acquiring 11 Blake Street on which Council has made previous decisions (\$221,000), and the costs of some of which are new costs for which this report seeks approval to use budget (\$556,000).
- (d) **Approves** the use of the budgets proposed to meet project component 4. as shown in the following table, and 5. as shown in the following table, choosing to fund the balance cost of project component 5 through option B.

Project component	Approx. cost	Budget proposed to be met through	Budget decision status
1. New Blake St ROW construction	\$141,000	RTC Car Parking Property Acquisition: full cost (100742)	Part of wider costs of acquiring 11 Blake St, previously approved by Council
Project component	Approx. cost	Budget proposed to be met through	Budget decision status
2. Parking rear 202 & 210 High St reconfiguration	\$50,000	RTC Car Parking Property Acquisition: full cost (100742)	Part of wider costs of acquiring 11 Blake St, previously approved by Council

3. Residual legalisation for acquisition of 11 Blake St	\$30,000	RTC Car Parking Property Acquisition: full cost (100742)	Part of wider costs of acquiring 11 Blake St, previously approved by Council
<i>Subtotal of costs subject to previously approved budget use</i>	<i>\$221,000</i>		
4. 11 Blake St parking formation	\$101,000	Blake St Carpark Extension: full cost (101777.000.5135 and/or 101782.000.5133)	Report seeks approval to use existing available budget for project component
5. Laneway construction	\$455,000	RTC Car Parking Property Acquisition: partial cost of \$395,000 (100742)	Report seeks approval to use existing available budget for project component
		Options to fund balance cost of \$60,000: a) Blake St Carpark Extension (101777.000.5135 and/or 101782.000.5133)	Report seeks approval to use budget, either: a) use existing available budget for project component
<i>Subtotal of costs this report is seeking approval to use budget</i>	<i>\$556,000</i>		
<b>TOTAL</b>	<b>\$777,000</b>		

- (e) **Notes** that targeted engagement on a draft Concept Plan has been undertaken over recent months with adjacent property owners and some tenants, as well as with the Rangiora Ashley Community Board and the Waimakariri Access Group, and the Concept Plan has been updated to reflect any relevant feedback.
- (f) **Delegates** authority to the General Manager, Strategy, Engagement and Economic Development to approve any minor adjustments to the final Rangiora North of High Street Laneway Concept Plan (as required) to support the physical works stage.
- (g) **Supports** staff to develop a concept plan in 2024/25 that provides a potential option for reconfiguring the wider at-grade Blake Street off-street public car parking area, in order to enhance this facility and generate an overall net gain in parking spaces, should that be required as an interim measure following any potential changes to other town centre public parking supply.
- (h) **Notes** that the Council's draft Integrated Transport Strategy signals an implementation project that sees the development a Parking Management Plan, which would, among other things, provide further direction for the future of town centre parking supply and management, including the necessity or otherwise for a car parking building as is currently indicated and budgeted by Council within the North of High Street precinct.

- (i) **Notes** that physical works associated with implementing the Rangiora North of High Street Laneway Concept Plan (Attachment i: 231128190543) will be staged, in that it is anticipated that construction of the laneway, private rear parking for 202 and 210 High Street and public parking at 11 Blake Street will occur in April/May 2024, but that the formation of the Right of Way from Blake Street and any other improvements to the wider car park (subject to outcomes of recommendation g) would occur at a later date.

**CARRIED**

Councillor Williams Against

Councillor Ward commented that this matter had been thoroughly discussed by the Rangiora-Ashley Community Board, who had supported the recommendation to the Council. She believed this was going to be a great accessway to the retail area, and she supported the motion.

Mayor Gordon supported the motion and thanked staff for the significant amount of work that had gone into this proposal, including land swapping, that staff had negotiated. Good Street, Conway Lane and this area were areas that the Council could be proud of.

Councillor Williams acknowledged that the accessway would enhance the town. However, he did not think it was the right time for the Council to be spending half a million dollars, considering it was mainly for the benefit of the owner of the property. Hence, he could not support the motion.

- 8.2 **Kaiapoi Food Forest Education Shelter** – C Taylor-Claude (Parks Officer, Greenspace) and M McGregor (Senior Advisor Community and Recreation)  
(Refer to report no. 231110180701 to the Kaiapoi-Tuahiwi Community Board meeting of 11 December 2023 and minutes of that meeting).

*Having previously declared a conflict of interest, Councillor Cairns left the meeting.*

C Taylor-Claude took the report as read and noted that the staff recommended that the installation of the toilet at the Kaiapoi Food Forest be declined due to it being above the Council's levels of service. However, the Kaiapoi-Tuahiwi Community Board supported the installation of the toilet and an education shelter at the Food Forest. She commented that installing a toilet was the preferred option of the Kaiapoi Food Forest Trust, and it would support their activities.

Mayor Gordon questioned the locality of the closest toilet to the Kaiapoi Food Forest. G Stephens explained that there were toilets at Norman Kirk Park, which were approximately 300 metres from the Food Forest.

In response to a question from Mayor Gordon, staff confirmed that the Kaiapoi Food Forest Trust wanted to install the toilet at their own cost if they could raise the money.

Moved: Councillor Williams

Seconded: Deputy Mayor Atkinson

**THAT** the Council:

- (a) **Approves** the construction of an appropriate toilet at the Kaiapoi Food Forest at the cost of the Kaiapoi Food Forest Trust, which would include construction and ongoing maintenance costs.

**CARRIED**

Councillor Williams supported the motion, provided that the toilet construction cost and future maintenance were not at the cost to the Council.



Deputy Mayor Atkinson commented that the ongoing maintenance costs may become a cost to the Council if the Kaiapoi Food Forest Trust wound up, however, there was no indication of that happening. He believed that a public toilet 300 metres away was too far for young children and older people.

Councillor Mealings commented that the Kaiapoi Food Forest Trust did great work, and the installation of a toilet and an education shelter education would enable them to continue this work. She agreed with Deputy Mayor Atkinson that 300 metres was too far away for a public toilet. She, therefore, supported the motion.

Mayor Gordon endorsed the Councillors' comments and agreed that 300 metres was a long way. He noted that the food forest was a fantastic place, and he applauded the work that went on there. He recognised the ongoing commitment of the Kaiapoi Food Forest Trust and acknowledged Councillor Cairns' involvement.

*Councillor Cairns rejoined the meeting.*

## 9. **HEALTH, SAFETY AND WELLBEING**

### 9.1 **Health, Safety and Wellbeing Report January 2024** – J Millward (Chief Executive)

J Millward noted in Appendix A there were 20 incidences with a further seven from the Council's Aquatic Facilities.

Councillor Williams noted that a member of the public was caught stealing paint. He questioned why the Council owned paint. J Millward advised that it was resale paint from the Council's refuse store and the matter was referred to the New Zealand Police.

Moved: Deputy Mayor Atkinson      Seconded: Councillor Goldsworthy

**THAT** the Council

- (a) **Receives** Report No 240117005941.
- (b) **Notes** that there were no notifiable incidents this month. The organisation is, so far as is reasonably practicable, compliant with the duties of a person conducting a business or undertaking (PCBU) as required by the Health and Safety at Work Act 2015.
- (c) **Circulate** this report to the Community Boards for their information.

**CARRIED**

## 10. **COMMITTEE MINUTES FOR INFORMATION**

- 10.1 Minutes of a meeting of the Utilities and Roading Committee 21 November 2023
- 10.2 Minutes of a meeting of the Audit and Risk Committee of 12 December 2023
- 10.3 Minutes of a meeting of the Community and Recreation Committee of 12 December 2023

Moved: Councillor Goldsworthy      Seconded: Councillor Mealings

**THAT** Items 10.1 to 10.3 be received information.

**CARRIED**

## 11. **COMMUNITY BOARD MINUTES FOR INFORMATION**

- 11.1 Minutes of the Kaiapoi-Tuahiwi Community Board meeting of 20 November 2023
- 11.2 Minutes of the Woodend-Sefton Community Board meeting of 4 December 2023
- 11.3 Minutes of the Oxford-Ohoka Community Board meeting of 6 December 2023

- 11.4 Minutes of the Kaipoi-Tuahiwi Community Board meeting of 11 December 2023  
 11.5 Minutes of the Rangiora-Ashley Community Board meeting of 13 December 2023

Moved: Councillor Cairns

Seconded: Councillor Goldsworthy

**THAT** Items 11.1 to 11.5 be received for information.

**CARRIED**

**12. MAYORS DIARY**

- 12.1 **Mayor's Diary – Friday 1 December 2023 – Wednesday 31 January 2024**

Moved: Deputy Mayor Atkinson

Seconded: Councillor Cairns

**THAT** the Council:

- (a) **Receives** report number 240112003594.

**CARRIED**

**13. COUNCIL PORTFOLIO UPDATES**

- 13.1 **Iwi Relationships** – Mayor Dan Gordon  
 13.2 **Greater Christchurch Partnership Update** – Mayor Dan Gordon  
 13.3 **Government Reforms** – Mayor Dan Gordon  
 13.4 **Canterbury Water Management Strategy** – Councillor Tim Fulton  
 13.5 **Climate Change and Sustainability** – Councillor Niki Mealings  
 13.6 **International Relationships** – Deputy Mayor Neville Atkinson  
 13.7 **Property and Housing** – Deputy Mayor Neville Atkinson

Due to time constraints, it was agreed that Portfolio updates would be deferred to the March 2024 Council meeting.

**14. QUESTIONS**

*(under Standing Orders)*

There were no questions.

**15. URGENT GENERAL BUSINESS**

*(under Standing Orders)*

There was no urgent general business.

**16. MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

*Section 48, Local Government Official Information and Meetings Act 1987.*

Moved: Mayor Gordon

Seconded: Councillor Ward

In accordance with section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act (or sections 6, 7 or 9 of the Official Information Act 1982, as the case may be), it was moved:

Moved: Mayor Gordon

Seconded: Councillor Ward

That the public is excluded from the following parts of the proceedings of this meeting:

- 16.1 Confirmation of Council public excluded minutes of 5 December 2023 meeting
- 16.2 Confirmation of Council public excluded minutes of 20 December 2023 extraordinary meeting
- 16.3 Funding of Kairaki Development Contributions
- 16.4 Discontinuation of 3 Waters Court of Appeal Action
- 16.5 Contract 22/09 Island/Ohoka Road Traffic Signals – Tender Evaluation and Contract Award Report
- 16.6 Water and Sewer servicing along Lehmans Road – Stage 1 Works
- 16.7 District Road and Drainage Maintenance Contract – One Year Extension to 31 October 2025 (Final Extension)
- 16.8 Proposed Partial Sale of 136 Percival Street, Rangiora
- 16.9 Waikuku Beach Campground Request for Proposals Evaluation
- 16.10 Kaiapoi Regeneration Area – Wai Huka o Waitaha Trust (WHoW) Proposal Update
- 16.11 Enterprise North Canterbury Trustee Appointment

The general subject of each matter to be considered while the public was excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution were as follows:

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public.
16.1	Confirmation of Council public excluded minutes of 5 December 2023 meeting	Good reason to withhold exists under section 7	To protect the privacy of natural persons, including that of deceased natural persons (s 7(2)(a) and to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).
16.2	Confirmation of Council public excluded minutes of 20 December 2023 extraordinary meeting	Good reason to withhold exists under section 7	To protect the privacy of natural persons, including that of deceased natural persons (s 7(2)(a) and to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).
<b>REPORTS</b>			
16.3	Funding of Kairaki Development Contributions	Good reason to withhold exists under section 7	Under section 7 (i),(j) of the Local Government Official Information and Meetings Act 1987, this report remains Public Excluded to maintain the effective conduct of public affairs and commercial compliance until community communications by the Trust have commenced.
16.4	Discontinuation of 3 Waters Court of Appeal Action	Good reason to withhold exists under section 7	The report, attachments, discussions and minutes remain Public Excluded for reasons of to maintain the effective conduct of public affairs through the protection of such members, officers, employees and persons from improper pressure or harassment, and to maintain legal professional privilege as per LGOIMA Section 7(2)(f(ii) and (g). However the recommendations to be made public following the meeting.
16.5	Contract 22/09 Island/Ohoka Road Traffic Signals – Tender Evaluation and Contract Award Report	Good reason to withhold exists under section 7	The report, attachments, discussion and minutes to remain “public excluded” for reasons of protecting the privacy of natural persons and enabling the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial) and maintain legal professional privilege as per LGOIMA Section 7 (2 (i).
16.6	Water and Sewer servicing along Lehmans Road – Stage 1 Works	Good reason to withhold exists under section 7	The report, attachments, discussion and minutes remain public excluded for reasons of enabling the local authority to carry on without prejudice or

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public-
			disadvantage, negotiations (including commercial and industrial) negotiations and maintain legal professional privilege as per LGOIMA Section 7 (2) (g) and (i).
16.7	District Road and Drainage Maintenance Contract – One Year Extension to 31 October 2025 (Final Extension)	Good reason to withhold exists under section 7	The report, discussions and minutes remain public excluded for reasons to enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) as per LGOIMA Section 7(2)(i), however the decision to become public at the conclusion of the meeting.
16.8	Proposed Partial Sale of 136 Percival Street, Rangiora	Good reason to withhold exists under section 7	The report, discussions, attachments, decisions and minutes remain Public Excluded for reasons to enable the Council holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) and prevent the disclosure or use of official information for improper gain or improper advantage as per section 7(i) (j) of the Local Government Official Information and Meetings Act 1987.
16.9	Waikuku Beach Camp Ground Request for Proposals Evaluation	Good reason to withhold exists under section 7	The report, attachments, discussion and minutes remain public excluded for reasons of enabling the local authority to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) and enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities and maintain legal professional privilege as per LGOIMA Section 7 (2)(g), (h) and (i).
16.10	Kaiapoi Regeneration Area – Wai Huka o Waitaha Trust (WHow) Proposal Update	Good reason to withhold exists under section 7	This report, attachments, discussion and minutes remain public excluded for reasons of protecting the privacy of natural persons and to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or is the subject of the information, and to enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities; as per the Local Government Official Information and Meetings Act 1987 (LGOIMA) section 7 (2)(a) & (2)(b)(ii) & (2)(h).
16.11	Enterprise North Canterbury Trustee Appointment	Good reason to withhold exists under section 7	The report, attachments, discussion and minutes remain Public Excluded for reasons of protecting the privacy of natural persons and under LGOIMA Section 7 (2)(a). The recommendations become public once all parties have been informed of the decisions however the report, discussion and minutes remain public excluded

**CARRIED**

**CLOSED MEETING**

**Resolution to resume in Open Meeting**

Moved: Mayor Gordon

Seconded: Deputy Mayor Atkinson

**THAT** the Council:

- (a) **Resolved** that the open meeting resumes and that the business discussed with the public excluded remained public excluded unless otherwise resolved in the individual resolutions.

**CARRIED****OPEN MEETING***The public excluded meeting commenced at 5:21pm and concluded at 6:43pm.***17. NEXT MEETING**

The Council will meet next at 1pm on Tuesday 27 February 2024 to approve consultation on the Draft Long Term Plan 2024-34.

The next ordinary meeting of the Council is scheduled for Tuesday 5 March 2024, commencing at 1pm.

THERE BEING NO FURTHER BUSINESS, THE MEETING CONCLUDED AT 6:44PM.

CONFIRMED

\_\_\_\_\_  
Chairperson  
Mayor Dan Gordon

\_\_\_\_\_  
Date

**WAIMAKARIRI DISTRICT COUNCIL**

**REPORT FOR DECISION**

**FILE NO and TRIM NO:** DDS-06-10-02-07-01 / 240212019982

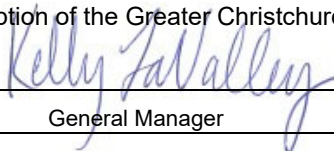
**REPORT TO:** COUNCIL

**DATE OF MEETING:** Tuesday 5<sup>th</sup> March

**AUTHOR(S):** Rachel McClung, Principal Policy Planner

**SUBJECT:** Adoption of the Greater Christchurch Spatial Plan

**ENDORSED BY:**

  
General Manager

  
Chief Executive

**1. SUMMARY**

- 1.1 The Greater Christchurch Partnership Committee (GPCPC) endorsed the final version of the Greater Christchurch Spatial Plan as recommended by the Hearing Panel for adoption by the Partner Council's at their meeting on 16th February 2024. The Partner Council's include Waimakariri District Council, Christchurch City Council, Selwyn District Council and Environment Canterbury. The Greater Christchurch Spatial Plan is also a Future Development Strategy (FDS) as required by the National Policy Statement on Urban Development 2020 (NPS-UD).
- 1.2 The purpose of this report is for Council to receive and adopt the final version of the Greater Christchurch Spatial Plan, as endorsed by GPCPC, and as recommended by the Panel for the Greater Christchurch Spatial Plan (also being a Future Development Strategy (FDS) under the NPS-UD).

Attachments:

- i. Greater Christchurch Partnership Committee resolutions from 16 February 2024 (Trim: 240220024426)
- ii. The Hearing Panel Recommendations Report dated 17 January 2024 (Trim: 240213020097)
- iii. The final version of the Greater Christchurch Spatial Plan as recommended by the Panel (Trim: 240213020098)

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** Report No. 240212019982.
- (b) **Receives** the Greater Christchurch Partnership Committee resolutions from 16 February 2024 in **Attachment i** (Trim: 240220024426).
- (c) **Receives** the Hearing Panel Recommendations Report dated 17 January 2024 as **Attachment ii** (Trim: 240213020097).
- (d) **Adopts** the final version of the Greater Christchurch Spatial Plan as recommended by the Panel in **Attachment iii** (Trim: 240213020097) as:
  - i. The Spatial Plan for Greater Christchurch; and

- ii. The joint Future Development Strategy for Greater Christchurch for the purposes of meeting the obligation to produce a Future Development Strategy under section 3.12 (1) of the National Policy Statement on Urban Development 2020.
- (e) **Delegates** authority to the Independent Chair of the Greater Christchurch Partnership to authorise any amendments of minor effect, or to correct minor errors to the final version of Greater Christchurch Spatial Plan and make design edits prior to formal public circulation.
- (f) **Acknowledges** and thanks the Hearings Panel members for the considerable time and effort expended as part of undertaking their role as Hearings Panel members.

### 3. **BACKGROUND**

#### **Process Timeframe**

- 3.1. At its meeting on the 12 May 2023 the Whakawhanake Kāinga Komiti (the Komiti) approved commencing consultation on the draft Greater Christchurch Spatial Plan (the Spatial Plan) under section 83 of the Local Government Act 2022 (Special Consultative Procedure).
- 3.2. The general timing of the steps in the Special Consultative Procedure (consultation phase) are provided in Table 1 below, noting that the process is now into the 'Partner governance meetings' phase.

<b>Table 1: Consultation Phase</b>	
Monday June 19 to Sunday 23 July 2023	Consultation
Mid July to early August 2023	Submission Summary
Late July – late September 2023	Officer Report Prepared
Late October – late November 2023	Hearings, Deliberations, and Hearings Panel Recommendations Report
December 8 2023	Whakawhanake Kāinga Komiti meeting Recommend to partner governance to adopt the Spatial Plan.
February 2024 – March 2024	Partner governance meetings Adopt the Spatial Plan

#### **Huihui Mai Engagement**

- 3.3. Pre-consultation with the public took place to obtain community input and test the work to date to inform the development of the draft Spatial Plan and the Mass Rapid Transit (MRT) Indicative Business Case work by means of the Huihui Mai engagement. The Huihui Mai 'let's come together to plan our future' engagement process was held from 23 February to 26 March 2023. The engagement included an online survey, public workshops, drop-ins,

activations, and a dedicated youth engagement programme which included workshops in schools and a youth summit. There were two public workshops and two drop-in sessions held within the Waimakariri District, and an activation session at the Ohoka Market, as well as Youth engagement at Rangiora and Kaiapoi High Schools and with the Youth Council.

- 3.4. During the engagement over 7,000 people completed the online survey and over 500 people were engaged face-to-face through public and youth workshops, an online webinar, drop-ins across Greater Christchurch, and presentations to groups. Of these, over 1,300 people who completed the online survey and participated in workshops were under the age of 25. 490 respondents lived in the Waimakariri District, being 7% of the total respondents.
- 3.5. Findings from the engagement include:
- 86% of respondents agree with the proposed direction of the draft Spatial Plan to focus growth around key urban and town centres and along public transport routes.
  - 53% agree with the proposed MRT route (24% disagree). Agreement is much higher in suburbs along the MRT route (72%). For those who did not agree, a desire for improved public transport to where they live – Rolleston, Rangiora, Eastern Christchurch (i.e. not on the proposed route) is the main reason for disagreeing with the proposed route.
  - 56% are open to higher density living, but it needs to be planned and designed to meet their different needs and provide quality of life for people.
  - To use their cars less, people want more frequent, more reliable and more direct public transport.
- 3.6. The feedback on what would encourage people to consider higher density living and using their cars less, and what people value and believe is missing in their neighbourhoods provides an important input into the implementation of the Spatial Plan.
- 3.7. With the Huihui Mai consultation exploring what Greater Christchurch could look like in 2050, there was a large emphasis on capturing the youth voice. 1,300 youth under 25 took part in our survey, and 386 rangatahi from schools, tertiary institutions, youth councils/rōpū and participation groups participated in tailored workshops.
- 3.8. Key themes identified by youth included:
- There needs to be an affordable and accessible range of housing options for different groups of people, including options for intergenerational living and large whānau/aiga, when planning for future growth.
  - First home buyers and flatmates would be very open to high density housing - this would need to be affordable and have good design that maintains privacy, space and energy efficiency and promotes access to green spaces.
  - The 'Turn up and go service' could be extended to Kaiapoi and Rolleston, and out East, to make the central city and Greater Christchurch areas more accessible. Considerations for transport options are: affordability, accessibility, frequency, consistency, safety for drivers and passengers and Wi-Fi-friendly.
  - Climate change, a clean and green environment, and drinking water quality is a top priority.
  - Safety across all aspects of living, working, transport and recreation in Greater Christchurch and on online platforms is important.



- Māoritanga is embraced, visible and valued. Greater Christchurch is diverse, multi-cultural and welcoming and this is reflected in the city and in decision-making.

### **Draft Spatial Plan**

- 3.9. The Spatial Plan builds on and replaces the previous plans and strategies developed for Greater Christchurch but has not fundamentally changed from their strategic direction. It provides a blueprint for how future population and business growth will be accommodated in the city region into the future, through targeted intensification in centres and along public transport corridors.
- 3.10. The development of the Spatial Plan was contributed to by all Whakawhanake Kāinga Komiti partners, including Te Tūāpapa Kura Kāinga - Ministry of Housing and Urban Development, Kāinga Ora and Te Tari Taiwhenua – Department of Internal Affairs. The successful process and development of the Spatial Plan is testament to the effectiveness of the Partnerships cross-agency collaboration and leadership to effectively plan for and manage urban development across the Greater Christchurch area.
- 3.11. The Spatial Plan has been:
- 3.11.1. Built on the clear direction set by the Greater Christchurch Partnership through the Greater Christchurch Urban Development Strategy (UDS) which provided a strong framework for the response following the Canterbury Earthquakes.
- 3.11.2. Informed by a number of background reports to develop the evidence base, our strategic framework, and to analyse different scenarios. These include:
- 3.11.3. The Foundation Report which summarises the work undertaken to identify urban opportunities and challenges, and to develop the strategic framework to guide the Spatial Plan.
- 3.11.4. The Ngā Kaupapa Report which was prepared by Mahaanui Kurataiao on behalf of mana whenua and identifies and describes the cultural values within the boundary of Greater Christchurch and relevant cultural principles, as well as an assessment of relevant Iwi Management Plan policies and other strategy documents to inform and guide the development of the Spatial Plan.
- 3.11.5. Housing and Business Capacity Assessments, which were provided for endorsement alongside the final draft Spatial Plan in May.
- A Housing Capacity Assessment was completed in June 2021 to meet the requirements of the NPS-UD which provides an assessment of Greater Christchurch’s capacity to meet the projected demand for housing over the next 30 years. This HCA was updated in 2023 to inform the draft Spatial Plan.
  - A draft Business Capacity Assessment was also developed to inform the draft Spatial Plan. This is a new assessment, rather than an update, as a previous version was developed under the National Policy Statement on Urban Development Capacity 2016 (NPS-UDC)
- 3.11.6. The Urban Form Scenarios Evaluation Report that provides information on how different land-use scenarios and transport packages contribute to the realisations of the outcomes and priorities as set out in the Greater Christchurch Spatial Plan Strategic Framework, to inform the development of urban form direction and development of the draft Plan. This was complemented by a report prepared on behalf of Mana Whenua by Mahaanui Kurataiao “Greater Christchurch Spatial Plan Evaluation” in June 2022. This evaluation considered scenarios for a future settlement pattern having regard to the priorities of mana whenua and the obligations of Te Tiriti o Waitangi.

- 3.11.7. An Areas to Avoid and Protect report to detail the methodology and reasoning for identifying land development constraints, and areas to protect, to inform the development of the Greater Christchurch Spatial Plan.
- 3.11.8. The Greater Christchurch Public Transport Futures Mass Rapid Transit Indicative Business Case (IBC) that sets out the case for investment in rapid transit to enable sustainable growth for Greater Christchurch. The IBC assesses a range of route options, including sub assessments on urban realm and land use, station stops and mode technology to recommend a preferred rapid transit solution, its costs, and benefits.
- 3.12. The Spatial Plan is structured around six opportunities, which together describe the keyways in which the Spatial Plan can help shape the future of Greater Christchurch to provide for the intergenerational wellbeing of its people and place. Each of the six opportunities link to a set of clear directions to guide the growth of Greater Christchurch, with the two overarching directions:
- i. Focus growth through targeted intensification in urban and town centres, and along public transport corridors.
  - ii. Enable the prosperous development of kāinga nohoanga on Māori land and within urban areas.
- 3.13. In addition to the directions, five key moves are identified, which are critical to the implementation of the spatial strategy and achievement of the transformational shifts required:
- The prosperous development of kāinga nohoanga
  - A strengthened network of urban and town centres
  - A mass rapid transit system
  - A collective focus on unlocking the potential of Priority Areas
  - An enhanced and expanded blue-green network

#### **Mana whenua priorities and expectations**

- 3.14. The Spatial Plan reflects the values and priorities of mana whenua through identification of the blue/green network, the preference for a compact urban form and recognition of Māori Land as part of the mapped settlement pattern. Of those priorities which concern spatial planning, the Spatial Plan:
- Supports kāinga nohoanga on Māori Land, supported by infrastructure and improved accessibility;
  - Supports kāinga nohoanga within urban areas;
  - Protects Wāhi Tapu, Wāhi Taonga and Ngā Wai
- 3.15. The Spatial plan seeks to reflect these throughout the document including the acknowledgement that enabling prosperous kāinga nohoanga is a 'key move' of the Spatial Plan. Other specific directions include:
- Protect urban development over Wāhi Tapu
  - Protect, restore and enhance Wāhi Taonga and Ngā Wai
  - Improve accessibility to Māori Reserve Land to support kāinga Nohoanga

### **National Policy Statement on Urban Development 2020 (NPS-UD)**

- 3.16. The draft Spatial Plan also acts as the Future Development Strategy (FDS) required under the NPS-UD. For the purpose of the NPS-UD, draft Spatial Plan satisfies the requirements of Subpart 4 Part 3 to prepare and make publicly available an FDS.
- 3.17. The purpose of an FDS is to promote long-term strategic planning by setting out how a local authority intends to achieve well-functioning urban environments in its existing and future urban areas, provide at least sufficient development capacity over the next 30 years to meet expected demand and assist the integration of planning decisions with infrastructure planning and funding decisions.
- 3.18. Although the draft Spatial Plan represents the FDS for the tier 1 urban environment of Christchurch, the draft Spatial Plan has a much broader scope than the requirements of the NPS-UD for an FDS. However, the mandatory requirements for an FDS under the NPS-UD have been met.

### **Consultation Phase**

- 3.19. Consultation on the Spatial Plan has been undertaken in accordance with Part 6 of the Local Government Act 2002. Consultation on the draft Spatial Plan occurred from 10 June to 23 July 2023.
- 3.20. 358 submissions were received. Approximately 80% of these were based around the 'Have Your Say' questions provided on the submission form. The remaining submissions provided separate documentation to support their position, in more 'bespoke' manner. Those tended to be through lawyers or planning consultancies on behalf of larger groups, stakeholders, and developers.
- 3.21. A Reporting Officers group developed an Officers Report responding to submissions on the draft Spatial Plan. This provided an assessment of the submission points received and made recommended changes to the draft Spatial Plan for consideration by a Hearings Panel. This Officers Report was peer reviewed by the wider Spatial Plan Project Team, consisting of representatives from the GCP partners, and was signed off by the Senior Officials Group (SOG) before circulated.
- 3.22. The Officers Report identified a number of themes arising from submissions. These were grouped under key headings relating to the format of the draft Spatial Plan. Each theme had a high-level summary of submissions and response to submissions from the Reporting Officers, including recommendations.

### **Hearings and Hearing Panel Recommendations Report**

- 3.23. At its meeting on the 12 May 2023 the Komiti delegated authority to the Chief Executives Advisory Group to appoint an Independent Chair of the Greater Christchurch Spatial Plan Hearings Panel. The Komiti further delegated authority to the Independent Chair to appoint the members of the Greater Christchurch Spatial Plan Hearings Panel (excluding the Independent Chair), in accordance with partner recommendations.
- 3.24. A Hearing Panel (the Panel) consisting of an Independent Chair and representatives from mana whenua, Canterbury Regional Council, Christchurch City Council, Selwyn District Council, Waimakariri District Council and Central Government was established to hear from submitters over the course of six days across the three Districts. The representatives were:

- Stephen Daysh (Independent Chair)

- Robbie Brine (Waimakariri District Council)
  - Grant Edge (Environment Canterbury)
  - Gail Gordon (Mana Whenua)
  - Victoria Henstock (Christchurch City Council)
  - Nicole Reid (Selwyn District Council)
  - Kate Styles (Central Government Representative, Ministry of Housing & Urban Development).
- 3.25. 86 submitters presented to the Panel across these hearing days. The hearings ran very well particularly for a consultation of this scale, being heard across varying locations and with a significant breadth and depth of issues.
- 3.26. One of the hearing days was particularly focused on hearing youth submissions, noting that this was still a public hearing. This was a great success, enabling and providing an environment for youth to feel more comfortable to share their views and allow their voices to be clearly heard. It is recommended that this approach be considered for future consultation processes.
- 3.27. Throughout the hearings the Panel heard from a range of submitters and varying issues. The Panel collated questions for the Reporting Officers to consider. These were provided in writing and the Reporting Officers responded back in writing once all submitters had been heard from.
- 3.28. The Panel requested that the Reporting Officers present their responses back to them to enable clarity questions to be asked, a type of 'right of reply' for the Reporting Officers. This occurred on the Thursday 16 November and formed part of the open hearing time. Through this 'right of reply' some supplementary issues and questions arose which Reporting Officers responded to.
- 3.29. Following the consideration of submissions, hearing from submitters and receiving the Officers' Reports, the Panel's role was to hold deliberations and make recommendations to the GCPC on any changes considered necessary to the draft document. The resolution of the GCPC meeting of Friday 16<sup>th</sup> February to endorse the final recommended version of the Spatial Plan and is enclosed at **Attachment i** (Trim: 240220024426).
- 3.30. The Hearing Panel Recommendations Report produced by the Panel, dated 17 January 2024 is included as **Attachment ii** (Trim: 240213020097) to this report.
- 3.31. A final recommended version of the Spatial Plan is provided at **Attachment iii** (Trim: 240213020097) to this report.
- 3.32. The Hearings Panel Recommendations Report also includes considerations that relate to matters raised through the hearings process that the Hearing Panel wanted to share but did not necessitate specific changes to the draft Spatial Plan or where out of scope. These are included in the Hearings Panel Recommendation Report as **Attachment ii**. These matters will be considered as the Spatial Plan progresses through implementation.

#### **4. ISSUES AND OPTIONS**

- 4.1. The Council is being asked to adopt the final version of the Spatial Plan, and as its joint Future Development Strategy for the purpose of meeting each council's obligations under the NPS-UD to produce a Future Development Strategy.
- 4.2. The Council can either accept or reject the recommendations of the Panel, noting that section 82(1)(e) of the Local Government Act 2002 requires that "the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration."

- 4.3. It is recommended that the Council accept the recommendations of the panel and adopt the final version of the Spatial Plan.
- 4.4. If the Council rejects the Hearings Panel's Recommendations Report, it is recommended that the matter be referred back to the Panel for further consideration.

#### **Next Steps for the Greater Christchurch Spatial Plan consultation process**

- 4.5. Once Council adopts the Panel recommendations then the final designed version of the Spatial Plan will be completed.
- 4.6. The decisions of all Partner Councils will be publicly advertised and circulated to submitters with correspondence outlining the approval process and the outcome.
- 4.7. The final design version of the Spatial Plan will be made available on the Partner Council websites via the GCP website.

#### **Implications for Community Wellbeing**

There are implications on community wellbeing relating to the issues and options that are the subject matter of this report as the Spatial plan seeks to manage our urban environment while the Greater Christchurch population grows to over 700,000 people and then 1 million. It is important to plan for how growth this significant will be accommodated, while also looking after the environment and responding to climate change.

- 4.8. The Management Team has reviewed this report and support the recommendations.

### **5. COMMUNITY VIEWS**

#### **5.1. Mana whenua**

Te Ngāi Tūāhuriri hapū have an interest in the subject matter of this report and have membership on the committee.

#### **Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

These groups have had an opportunity to express views through the Huihui Mai consultation and formal submission process as outlined above.

#### **5.2. Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report as the subject matter of this report is the direction of growth within the Greater Christchurch area.

Community views have been sought through the Huihui Mai consultation and the formal submission process which has been explained above.

### **6. OTHER IMPLICATIONS AND RISK MANAGEMENT**

#### **6.1. Financial Implications**

There are not direct financial implications of the decisions sought by this report. Implementation actions resulting from the spatial plan will be considered in subsequent Long Term and Annual Plan processes.

#### **6.2. Sustainability and Climate Change Impacts**

The Spatial Plan recognises the importance of the natural environment as the foundation for the future of Greater Christchurch, particularly in the context of climate change and the urgent need to strengthen climate resilience. The mitigation of climate change impacts

related to land use planning and transportation outcomes are key considerations that have informed the spatial plan.

### 6.3 Risk Management

There are not specific risks arising from the adoption/implementation of the recommendations in this report. The primary reason for this is that the adoption subject to this report relates primarily to the completion of the required special consultative procedure. The implementation programme for the Spatial Plan includes a number of topic specific actions, such as the Joint Housing Action Plan. The risks will be considered and brought back to Council on a project-by-project basis.

### 6.3 Health and Safety

There are not health and safety risks arising from the adoption/implementation of the recommendations in this report.

## 7. CONTEXT

### 7.1. Consistency with Policy

This matter is a matter of significance in terms of the Council's Significance and Engagement Policy. The National Policy Statement on Urban Development requires that the spatial plan (as a Future Development Strategy) be considered using a Special Consultative Procedure. The Special Consultative Procedure was followed and this report it is the final step for the Council to adopt the recommended decision of the Hearing Panel which responds to submissions received.

### 7.2. Authorising Legislation

Local Government Act 2002 and Clause 3.15(1) of the National Policy Statement for Urban Development sets the requirements for the preparation and updating of a Future Development Strategy.

### 7.3. Consistency with Community Outcomes

The Council's community outcomes are relevant to the actions arising from recommendations in this report. The Spatial Plan indirectly relates to all outcomes.

### 7.4. Authorising Delegations

The Council is authorised to endorse the Spatial Plan.



# Greater Christchurch Partnership

## Te Tira Tū Tahī

One Group, Standing Together

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## Greater Christchurch Partnership Committee OPEN MINUTES

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**Date:** Friday 16 February 2024  
**Time:** 9 am  
**Venue:** Council Chamber, Environment Canterbury,  
 200 Tuam Street, Christchurch

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### Present

Chairperson Jim Palmer , Independent Chairperson  
 Members Councillor Victoria Henstock - Christchurch City Council - via audio/visual link  
 Councillor Sara Templeton , Christchurch City Council  
 Chair Peter Scott , Environment Canterbury  
 Councillor Grant Edge - Environment Canterbury  
 Councillor Vicky Southworth , Environment Canterbury  
 Councillor Lydia Gliddon , Selwyn District Council  
 Councillor Nicole Reid - Selwyn District Council  
 Mayor Sam Broughton – Selwyn District Council  
 Mayor Dan Gordon , Waimakariri District Council  
 Councillor Neville Atkinson , Waimakariri District Council  
 Councillor Niki Mealings , Waimakariri District Council  
 (Non-Voting Member) James Caygill , Waka Kotahi (New Zealand Transport Agency)

---

### Principal Advisor

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**Karakia mō te Tīmatataka Opening Incantation: Given by all**

Tūtawa mai i runga	I summon from above
Tūtawa mai i raro	I summon from below
Tūtawa mai i roto	I summon from within
Tūtawa mai i waho	and the surrounding environment
Kia tau ai te mauri tū	The universal vitality and energy to infuse
te mauri ora ki te katoa	And enrich all present
Hāumi e, hui e, taiki e	Unified, connected and blessed

**1. Apologies Ngā Whakapāha**

**Committee Resolved GCPC/2024/00001**

That the apologies received from Mayor Phil Mauger, Mayor Sam Broughton, Jane Huria, Gail Gordan, and Dr Te Maire Tau be accepted.

Councillor Niki Mealings/Councillor Lydia Gliddon

**Carried**

Secretarial note: Although an apology Mayor Sam Broughton was able to attend the later part of meeting, arriving during the debate on Item 5.

**2. Declarations of Interest Ngā Whakapuaki Aronga**

Deputy Mayor Neville Atkinson and Councillor Niki Mealings noted that they are Commissioners on the review of the Waimakariri District Plan and will sit back on item 5.

**3. Deputations by Appointment Ngā Huinga Whakaritenga**

There were no deputations by appointment.

**4. Confirmation of Previous Minutes Te Whakaāe o te hui o mua**

**Committee Resolved GCPC/2024/00002**

That the minutes of the Greater Christchurch Partnership Committee meeting held on Friday, 8 December 2023 be confirmed.

Councillor Vicky Southworth/Councillor Niki Mealings

**Carried**

Councillor Templeton joined the meeting at 9.05am after the confirmation of the previous minutes. Mayor Sam Broughton joined the meeting at 9.58am during the debate on item 5.

**5. Greater Christchurch Spatial Plan**

**Committee Comment**

1. Staff spoke to their presentation (attached.)
2. Councillor Niki Mealings and Councillor Neville Atkinson abstained from voting on this item due to a potential conflict with their roles on the Waimakariri District Plan Hearing Panel.



3. During the discussion on this item various Committee members noted their appreciation and acknowledgement to all the staff and the Hearing Panel members who contributed to the collaborative process that had been followed in developing the Spatial Plan. Members also provided their strong support for its adoption.
4. Cr Templeton was interested to understand the rationale for use of the term “Broad’ in relation to Greenfield and Urban Sprawl. Staff provided advice that they used the definition and terminology reflected in the NPS-UD.
5. Cr Southwark sought clarity on the insertion of “quality” in relation to Opportunity 4. It was noted that this was inclusive and a minor grammatical change can be made to better reflect this in the final wording.

### **Committee Resolved GCPC/2024/00003**

#### **Officer Recommendations accepted without change**

#### **Part C**

That the Greater Christchurch Partnership Committee:

1. **Receive** the Hearings Panel Recommendations Report for the Greater Christchurch Spatial Plan dated 17 January 2024, included as **Attachment A**.
2. **Endorse** the final version of the Greater Christchurch Spatial Plan, as recommended by the Hearings Panel in **Attachment B**, as the Spatial Plan for Greater Christchurch.
3. **Recommends** that the Canterbury Regional Council, Christchurch City Council, Selwyn District Council and Waimakariri District Council adopt:
  - a. the Greater Christchurch Spatial Plan as recommended by the Hearings Panel in **Attachment B** as the Spatial Plan for Greater Christchurch.
  - b. the Greater Christchurch Spatial Plan as recommended by the Hearings Panel **Attachment B** as the joint Future Development Strategy for Greater Christchurch for the purposes of meeting the obligation to produce a Future Development Strategy under 3.12 (1) of the National Policy Statement on Urban Development 2020.
4. **Notes** that Mana Whenua, Te Whatu Ora – Health New Zealand and NZ Transport Agency Waka Kotahi will convey the recommendations of the Hearings Panel in **Attachment A** and the details of the **endorsed** Greater Christchurch Spatial Plan as recommended by the Hearings Panel in **Attachment B** as the Spatial Plan for Greater Christchurch to their governance, in a manner that is appropriate within the context of their respective governance arrangements.
5. **Approves** the addition of the Greater Christchurch Spatial Plan Foreword in **Attachment C** to be included in the final version of Greater Christchurch Spatial Plan.
6. **Delegates** authority to the Independent Chair of the Greater Christchurch Partnership to authorise any amendments of minor effect, or to correct minor errors, and make design edits to the final version of Greater Christchurch Spatial Plan.
7. **Notes** that partner Council governance adoption of the Greater Christchurch Spatial Plan will occur over February – March 2024.
8. **Acknowledge** and thank the following Hearings Panel members for the considerable time and effort they have contributed as part of undertaking their role as Hearings Panel members: Stephen Daysh (Independent Chair); Robbie Brine (Waimakariri District Council);

**Greater Christchurch Partnership Committee**  
**16 February 2024**



Grant Edge (Environment Canterbury); Gail Gordon (Mana Whenua); Victoria Henstock (Christchurch City Council); Nicole Reid (Selwyn District Council); and Kate Styles (Central Government Representative, Ministry of Housing & Urban Development).

Mayor Dan Gordon/Chair Peter Scott

**Carried**

**Attachments**

- A Greater Christchurch Partnership Committee Staff Presentation February 2024

Councillor Henstock left the meeting at 10.03am after the vote on item 5 and did not return.

**Karakia – Whakakapi Closing Incantation: All**

Ka whakairia te tapu	Restrictions are moved aside
Kia watea ai te ara	So the pathway is clear
Kia tūruki whakataha ai	To return to everyday activities
Kia tūruki whakataha ai	
Hui e, tāiki e	Enriched, unified and blesses

**Meeting concluded at 10.12am.**

**CONFIRMED THIS <Enter date as 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> etc> DAY OF <Enter MONTH YYYY>**

**JIM PALMER**  
**CHAIRPERSON**

# **Draft Greater Christchurch Spatial Plan**

**Hearing Panel Recommendation Report**

**17 January 2023**

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## Glossary of acronyms and key terms

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BCA	Business Development Capacity Assessment
CRPS	Canterbury Regional Policy Statement
FDS	Future Development Strategy
GCP	Greater Christchurch Partnership
HBA	Housing and Business Development Capacity Assessment
HCA	Housing Development Capacity Assessment
IBC	Indicative Business Case
IPI	Intensification Planning Instrument
LLRZ	Large Lot Residential Zone
LTP	Long Term Plan
MDRS	Medium Density Residential Standards
MRT	Mass Rapid Transit
NPS	National Policy Statement
NPS-UD	National Policy Statement on Urban Development 2020 (updated May 2022)
NPS-FM	National Policy Statement for Freshwater Management 2020
NPS-HPL	National Policy Statement for Highly Productive Land 2022
RMA	Resource Management Act 1991
TA	Territorial Authority



## 1. Introduction

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The draft Greater Christchurch Spatial Plan (**dGCSP**) was released for public consultation by the Urban Growth Partnership for Greater Christchurch – the Whakawhanake Kāinga Komiti<sup>1</sup>, in June 2023.

Formal public consultation on the dGCSP took place through a Special Consultative Procedure from 19<sup>th</sup> June to 23<sup>rd</sup> of July 2023. Overall, 358 submissions were received. Of these, 291 submissions used the online *Have Your Say* form, in which respondents were able to answer up to nine pre-defined consultation questions. Other submissions used their own format to make comments on the dGCSP.

An **Officers' Report**<sup>2</sup> was prepared to consider submissions and make recommendations to the Hearing Panel.

The Hearing Panel (the **Panel**) conducted a hearing for those submitters wishing to be heard, on the 26<sup>th</sup>, 27<sup>th</sup> and 30<sup>th</sup> of October and the 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> of November 2023. Throughout the hearing, the Panel identified further questions requiring an additional response from Officers, based on issues raised by those submitters who presented to us. These were recorded and responded to in writing<sup>3</sup> (the **Officers' Response**).

The Officers also appeared on 16<sup>th</sup> November 2023 to present their responses to questions and answer further questions of clarifications. The Panel then deliberated on the afternoon of the 16<sup>th</sup> and on the 20<sup>th</sup> of November 2023. Further written responses to questions asked of Officers on the 16<sup>th</sup> of November were received on 21<sup>st</sup> of November 2023<sup>4</sup> (**Further Response**).

In some cases, the Panel also requested, or provided an opportunity for submitters to provide additional material in writing, following their attendance at the hearing. We also received further letters from two submitters<sup>5</sup> which responded to matters raised in the Officers' Response or Further Response.

This Recommendation Report contains the recommendations of the Panel to the Greater Christchurch Partnership Committee (GCPC)<sup>6</sup>. This includes the changes recommended to the

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<sup>1</sup> The Whakawhanake Kāinga Komiti partners include Mana whenua, Environment Canterbury, Christchurch City Council, Selwyn District Council, Waimakariri District Council, Te Whatu Ora – Health New Zealand, Waka Kotahi NZ Transport Agency, Te Tūāpapa Kura Kāinga - Ministry of Housing and Urban Development, Kāinga Ora and Te Tari Taiwhenua – Department of Internal Affairs

<sup>2</sup> <https://greaterchristchurch.org.nz/assets/Documents/greaterchristchurch-/Draft-GCSP/GCSP-Draft-Officers-Report-Final-for-Circulation-2023-10-04.pdf>

<sup>3</sup> <https://greaterchristchurch.org.nz/assets/Documents/greaterchristchurch-/Draft-GCSP/Draft-Greater-Christchurch-Spatial-Plan-Reporting-Officers-Response-to-Hearing-Panel-Questions-and-Submitter-Hearing-Presentations-Final-amendment.pdf>

<sup>4</sup> <https://greaterchristchurch.org.nz/assets/Documents/greaterchristchurch-/Draft-GCSP/Draft-Greater-Christchurch-Spatial-Plan-Response-to-Questions-from-the-Hearing-Panel-on-Hearing-Day-7-Thursday-16-November-Final.pdf>

<sup>5</sup> [Letter from Christchurch International Airport](#), dated 7 December 2023; [Letter from Carter Group Limited](#), dated 18 December 2023.

<sup>6</sup> At their meeting on 8 December 2023, the GCP Committee amended the Terms of Reference to state that the GCP Hearings Panel will report to the GCPC (rather than the Whakawhanake Kāinga Komiti).

dGCSP, which are set out in **Appendix 1**. The page numbers referred to in the recommendations reflect those contained in the recommended version of the dGCSP set out in **Appendix 3**, rather than the page numbers from the notified dGCSP.

Other matters for consideration from the Panel to the GCPC, that sit outside the Spatial Plan document itself, are referenced under each theme below and we have also included a summary of these other matters for consideration in **Appendix 2**.

In coming to its recommendations, the Panel have read and carefully considered all submissions, as well as listening to submitters who appeared at the hearing, and considered all additional presentations and material provided to us through the hearing process, inclusive of legal submissions and expert evidence. This includes all material and correspondence received following the hearing itself. While some of this material was received after the initial Panel deliberations, we confirm that we have read and considered this material as well, but that it did not alter our recommendations.

In general, we have not ourselves referenced individual submitters, as these are well referenced in the Officers' Report and their response and further response. There are some exceptions where we have referenced submitter material that has come before us during the hearings which is particularly pertinent to our recommendations. Submitters who appeared at the hearing all listed in **Schedule 1** to this Report.

We would like to record our sincere appreciation to all the parties who made submissions and for those who made the time to attend the hearings and discuss their ideas, issues and concerns with us. Many of the submitters prompted questions in our minds that we have sought clarification and further advice from the Officers on.

A significant feature of the Huihui Mai engagement, the formal submissions and hearings process has been the active and insightful participation of young Canterbury people. In our experience this successful youth engagement and participation model is an outstanding and leading example of youth engagement in a critical future focused strategic planning process in New Zealand. We congratulate the Greater Christchurch Secretariat for actively facilitating this youth voice input and acknowledge and thank all the young people who made submissions and spoke to us.

The Panel attended a youth focused hearing day at University of Canterbury on 4<sup>th</sup> November 2024, where we were formally welcomed by University Staff and where we heard from a range of senior High School representatives from the Selwyn and Waimakariri Districts and Christchurch City.

The youth voice was strong and consistent around the themes of more frequent and affordable public transport systems across the Greater Christchurch area to better link young people right across the sub-region to places of study, and recreation and social facilities. They have all highlighted the environment and the need to protect and enhance special places. We have taken those views into account in our decision-making process.

## 1.1 Report Structure

This Recommendation Report is intended to be read in conjunction with the Officers' Report, Officers' Response and their Further Response. As such, this report responds to the submissions on a theme-by-theme basis, following the themes and order in which they were set out in the Officers' Report. For brevity, this report does not repeat all the information contained in the Officers' Report, such as the detail of submissions and reasons for the Officers' recommendations.

Where the Panel agrees with the recommendations of the Officers, for the reasons set out in the Officers' Report, this is simply stated in our report. Where the Panel has reached a different conclusion, the reasons for this are set out in this report, along with the additional recommendations of the Panel.

**Schedule 1** lists the submitters and their representatives who appeared before us during the hearings.

**Appendix 1** collates the recommended changes to the dGCSP made by the Panel. The recommended changes in Appendix 1 are in order of where they would appear in the dGCSP.

**Appendix 2** collates the recommendations made to the Greater Christchurch Partnership Committee which sit outside the dGCSP document itself.

**Appendix 3** contains a 'Mark Up' version (as compared to the draft version) of the dGCSP that includes the recommended changes of the Panel.

**Appendix 4** contains a clean version of the dGCSP that includes the recommended changes of the Panel.

## 2. Background

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### 2.1 Development of the draft Greater Christchurch Spatial Plan

We note that the Officers' Report contains a range of background information<sup>7</sup> that is pertinent to the dGCSP. We accept that background information. In terms of our reporting, we highlight the following matters:

- The Greater Christchurch Partnership and the Crown established an Urban Growth Partnership for Greater Christchurch – the Whakawhanake Kāinga Komiti – to collectively plan for the future growth of the sub-region, with the first priority of the partnership being to develop the dGCSP;
- The purpose of the dGCSP is to set a desired urban form for a projected population of 700,000 (to 2051) and beyond that to 1 million people, to ensure Greater Christchurch is future-proofed in the context of population growth and climate change; and which coordinates and aligns the aspirations of central government, local government and mana whenua;
- The dGCSP is also intended to satisfy the requirements of the National Policy Statement on Urban Development (**NPS-UD**) for the Greater Christchurch councils to jointly prepare a Future Development Strategy (**FDS**). The direction and requirements of the NPS-UD, and how they relate to the dGCSP, are set out in full detail in Sections 2.5 and 2.6 of the Officers' Report, but in particular, the dGCSP is intended to satisfy the requirement of Subpart 4 Part 3 of the NPS-UD to prepare and make publicly available an FDS;
- Although the dGCSP is the FDS for the tier 1 urban environment of Christchurch, the dGCSP has a much broader scope than the requirements of the NPS-UD for an FDS.
- The dGCSP builds on previous work undertaken by the Greater Christchurch Partnership to coordinate urban planning and transport investment in Greater Christchurch.
- The dGCSP is informed by, and integrated with, other strategic planning processes undertaken by the Greater Christchurch Partnership and by the individual partners.
- As commonly occurs, the development and adoption of the dGCSP is occurring alongside other planning processes that are also relevant to urban planning, including Plan Change 14 to the Christchurch District Plan (PC14), the Selwyn and Waimakariri District Plan Reviews and multiple Private Plan Change Requests. The dGCSP has been prepared in a manner that is cognisant of these parallel processes, but is intended to be future-focused, and set the direction for growth to guide future District Plans and Plan Changes.
- A range of reports and documents form the evidence base on which the dGCSP was developed.

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<sup>7</sup> Section 2 of the Officers' Report.

## 3. Submission Themes and Hearing Panel Recommendations

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### 3.1 Spatial Plan – General Comments

#### 3.1.1 Hierarchy within Spatial Strategy Opportunities

In response to submissions that sought clarity on the hierarchy of the opportunities set out in the dGCSP, or specific prioritisation of some over others, Officers noted<sup>8</sup> that it was not intended for a hierarchy to be applied to the opportunities, as together with the directions and key moves, all of these are required to close the gap between the current state and desired future state.

Officers did however make some recommended changes to improve the clarity of the Spatial Strategy and its connection to the strategic framework. While the Panel agree with the Officers' recommendations, we recommend that further changes are made to the dGCSP to include clear statements that there is no hierarchy in the opportunities and associated directions.

#### Recommendations

- a) Amend paragraph 5 of the 'Introduction' on page 8, as follows:

Its ~~key~~ **overarching** directions include a focus on targeted intensification in centres and along public transport corridors...

- b) Amend the Vision Statement on page 10, to read as follows:

The Spatial Plan seeks to deliver on the collective community aspirations for the future of Greater Christchurch – as a place ~~that supports the wellbeing of residents both now and for generations still to come~~ **where the interrelationship between people and nature underpins a focus on intergenerational wellbeing, and positions Greater Christchurch to be a place that supports the wellbeing of generations still to come.**

- c) Rename 'Directions' to '**Overarching** Directions' on page 21 and add a new label '**Directions**' for Directions 1.1 to 6.5.

- d) Amend the introduction to 'The spatial strategy' section on page 20, as follows:

Together, these opportunities, directions and key moves make up the spatial strategy for Greater Christchurch. **There is no hierarchy between the opportunities, directions and key moves, as all will be collectively required to deliver the desired future state.** A visual representation of the strategy is provided in *Map 2*.

- e) Add a note on page 21, as follows:

**Note: The numbering of Opportunities and Directions does not indicate a hierarchy between these and is used only to assist with navigation of this plan.**

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<sup>8</sup> Section 4.1.1 of the Officers' Report

### 3.1.2 Inaccuracies and Typographical Errors

The Panel is satisfied that the Officers have responded to identified typographical errors and other inconsistencies and agree with the recommended changes for the reason they have outlined<sup>9</sup>.

While we agree that Figure 5 does not accurately describe how the Spatial Plan will be implemented through various plans, strategies, and work programmes, we heard from legal counsel representing submitters that for documents prepared under the Resource Management Act 1991 (RMA), such as Regional Policy Statements and District Plans, the requirement would be to “*have regard to*” the dGCSP. We therefore agree that the term ‘Give effect to’ should be replaced, but we consider that it should be replaced with ‘Had regard to in’ to better reflect legislative requirements. We also do not consider that changing ‘Inform’ to ‘Informed by’ is necessary, given the direction of the arrows in the figure.

We have also noted that on Maps 2, 14 and 15, a gap was missing in the mapping of the Kaiapoi River (between Kaiapoi Township and where this river connects with the Waimakariri River), despite this being shown on other maps. We therefore recommend that Maps 2, 14 and 15 are amended to show the Kaiapoi River connecting to the Waimakariri River.

We also acknowledge that Map 14 in Addendum 1 to the Officers’ Report (which provided updated maps reflecting the changes recommended in the Officers’ Report) was incorrect (and was actually a duplication of Map 2). The correct version was however included in the Officers’ Response and therefore we have not had any regard to the incorrect version provided in the Addendum.

#### Recommendations

- a) Delete the ‘Have your say’ and ‘Huihui Mai Engagement – what we heard’ sections (pages 2-4) that explained how to be involved and summarises the results of the online survey of the Huihui Mai engagement.
- b) Amend paragraph 4 in the ‘How Greater Christchurch has grown’ section, page 13, as follows:
 

The ~~introduction~~ **increased ownership** of private cars during the middle of the 20<sup>th</sup> century also enabled the urban area to develop beyond the inner city....
- c) Amend paragraph 5 in the ‘How Greater Christchurch has grown’ section, page 13, as follows:
 

‘...It resulted in the permanent displacement of whole neighbourhoods in the eastern areas of Christchurch and in Kaiapoi, and demolition of many buildings in Christchurch’s Central City. **This included demolition of a significant number of Heritage Listed buildings. ...**’
- d) Amend Figure 5, page 17, ‘Planning context for the Spatial Plan’ by replacing and ‘Give effect to’ with ‘**Had regard to in**’.
- e) Amend Maps 2 and 14 (pages 23 and 70 respectively), to correctly show the Ōpāwaho Heathcote River.

<sup>9</sup> Section 4.1.2 of the Officers’ Report

- f) Amend Maps 2, 14 and 15 (pages 24, 74 and 79 respectively), to show the full connection of the Kaiapoi River between Kaiapoi Township and the Waimakariri River.

### 3.2 Opportunity 1 – Protect restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people’s physical and spiritual connection to these places

The Panel agrees with Officers<sup>10</sup> that there is a gap between Opportunity 1 and the related directions, in relation to European culture. We therefore agree in principle with the recommended changes responding to this. We agree that this will provide further clarity on how all aspects of Opportunity 1 will be delivered and reflects the need to protect historical heritage as a matter of national importance in the RMA.

We also agree with the reasons given by Officers<sup>11</sup> for changing the use of the word ‘avoid’ in Direction 1.

With respect to the specific wording recommended by the Officers, we consider the new Direction 1.3 does not need to refer to Greater Christchurch as this is implicit, and not included in any of the other directions. In relation to the text under this new direction, the Panel has concerns about the absolute nature and potential statutory interpretation issues associated with the last sentence and as such have recommended it is not included. We have also suggested changes to the third sentence for similar reasons. We consider the paragraph already adequately identifies the tension between the competing priorities of intensification and historic heritage to the extent that it is appropriate in this strategic document.

#### Recommendations

- a) Amend the opening text under Opportunity 1 on page 41 as follows:

The area that encompasses Greater Christchurch is part of a wider landscape that holds significant historic and contemporary cultural associations and importance for Ngāi Tahu whānui, reflecting their occupation of the area for more than 1,200 years. The Spatial Plan recognises the importance of protecting the sites and areas of significance to Māori for generations to come, and that Papatipu Rūnanga are the entities responsible for the protection of tribal interests within their respective takiwā’. **The Greater Christchurch area also has sites and buildings that are of importance in reflecting the historic heritage of the area. The Spatial Plan recognises the importance of protecting these sites and areas, and integrating them into the urban environment for continued retention and viability.**

- b) Insert new Direction on pages 21 and 41 as follows:

**1.3 Protect, recognise, and restore historic heritage**

- c) Amend Direction 1.1 on pages 21, 41 and 42 as follows:

**1.1 Avoid urban development over ~~Protect~~ Wāhi Tapu ~~from urban development~~**

<sup>10</sup> Section 4.2 of the Officers’ Report

<sup>11</sup> Sections 4.2, 4.3.4 and 4.4.1 of the Officers’ Report



- d) Insert a new direction and related text at page 43 (after the 'blue box') as follows:

**1.3 Protect, recognise, and restore historic heritage**

**Greater Christchurch has many significant heritage sites, areas, and associated values, which should be recognised in urban development and protected from inappropriate activities. In providing this protection there will be tension with the direction for greater intensification and the pressures this may bring on historic heritage sites and areas. The challenge to this will be how to achieve the protection of historic heritage while providing for greater intensification in a changing urban environment.**

### 3.3 Opportunity 2 – Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change

#### 3.3.1 Climate Change

Several submitters considered that there was insufficient evidence of climate change and/or sea level rise and questioned the inclusion of this as a matter informing the dGCSP. Officers did not recommend any changes to the dGCSP in response to these submissions, as they consider that the evidence for, and policy direction to consider climate change impacts is clear, and that climate change is a necessary consideration in the dGCSP, particularly with respect to the long-term direction of future urban growth<sup>12</sup>. We note that they included reference to requirements in both regulatory and non-regulatory documents in relation to climate change, including the Local Government Act 2002, and the RMA and associated policy documents prepared under it.

In addition to the documents referred to by Officers, we also note that a Canterbury Climate Change Risk Assessment Summary Report<sup>13</sup> was prepared for the Canterbury Climate Change Working Group, set up by the Canterbury Mayoral Forum. The Risk Assessment has been designed to build a shared understanding of climate change risks across Waitaha/Canterbury, and to help the region prepare and respond effectively.

We further note that the chair and mayors represented on the Partnership (at that time) signed the New Zealand Local Government Leaders' Climate Change Declaration in 2017. This included commitment to:

- Developing and implementing ambitious action plans that reduce greenhouse gas emissions and support resilience within each council and for its local communities. These plans will:
  - promote walking, cycling, public transport and other low carbon transport options;
  - work to improve the resource efficiency and health of homes, businesses and infrastructure in our district; and
  - support the use of renewable energy and uptake of electric vehicles.
- Working with communities to understand, prepare for and respond to the physical impacts of climate change.
- Working with central government to deliver on national emission reduction targets and support resilience in our communities.

Based on the reasons given by Officers, in addition to our consideration of the direction provided in the above processes and documents, the Panel agrees with the Officers' recommendation.

#### Recommendations

No changes are recommended in relation to this matter.

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<sup>12</sup> Section 4.3.1 of the Officers' Report

<sup>13</sup> <https://www.canterburymayors.org.nz/wp-content/uploads/Canterbury-Climate-Change-Risk-Assessment-Summary-Report-2022.pdf>

### 3.3.2 Evidence Base for Climate Change Assumptions in Modelling used in the Spatial Plan Background Documents and Maps 7 and 8

Some submitters have concerns with the basis for the modelling used as inputs to Maps 7 & 8. We have considered and agree with the Officers' response to these<sup>14</sup>. We note, in particular, their comments that the scale used in the dGCSP mapping is deliberately broad brush and provides a 'conceptual' spatial extent to assist high level strategic planning; but it does not identify individual properties, nor does it include restrictive planning overlays, or regulations. Local planning processes will instead address property level mapping and the regulations to be applied in identified hazard areas.

We also note the Officers' recommendation<sup>15</sup> to amend the use of the word 'avoid' in relation to hazards to instead use 'avoid or mitigate' and agree that this may partially address the concerns of some submitters.

We agree with the changes recommended by Officers to remove references to PC12 and instead refer to technical reports and to minor changes to improve clarity around this matter.

#### Recommendations

- a) Remove all references to 'PC12' in the legend to Map 7 and Map 8 (on pages 47 and 48 respectively) and replace with a footnote reference to:  
**Jacobs (2021). Risk Based Coastal Hazard Analysis for Land-use Planning; Report for Christchurch City Council, September 2021.**
- b) Add a reference in the legend to Map 7 and Map 8 (on pages 47 and 48 respectively) as follows:  
**Jacobs (2020). Phase 2 Coastal Inundation Modelling Final Study Report; Report for Waimakariri District Council, March 2020.**
- c) Amend the reference on Map 7 and Map 8 (on pages 47 and 48 respectively) as follows:  
*This map is based on the existing **technical** information and Geographic Information Systems (GIS) data from the four partner Councils. ~~For some constraints, mapping data is unavailable, incomplete or reliant on emerging policy with legal effect.~~ See 'Areas to protect and avoid **Background** Report' for limitations and further information **which is** available on the Greater Christchurch Partnership website.*

### 3.3.3 Managed Retreat

While submitters made comments in relation to managed retreat, we are comfortable that is not something that is proposed in the dGCSP, and agree with Officers' recommendation and reasons<sup>16</sup>, including noting that Opportunity 2 and Directions 2.1 and 2.2 are framed from the perspective of positively focusing growth in areas free from significant natural hazard risks, and strengthening

<sup>14</sup> Section 4.3.2 of the Officers' Report

<sup>15</sup> Section 4.3.4 of the Officers' Report

<sup>16</sup> Section 4.3.3 of the Officers' Report

resilience to natural hazards and climate change. We also reiterate that the dGCSP does not propose to down-zone or reduce the development potential that currently exists in low lying and coastal areas or require removing/relocating assets altogether.

While we agree with the Officers' recommendation to add new wording referring to the work that is underway or anticipated to occur in relation to coastal hazard adaption, we note the wording recommended by Officers included use of the term "*managed retreat*" when referring to the Climate Adaptation Act that, under the previous Labour government was expected to be enacted in future. Given that Act is not yet law, we prefer to avoid using a term that may not be included in that Act, and one which has a broader meaning. We note the wording suggested by Officers only relates to Christchurch City Council, and we asked them what work was being undertaken in relation to coastal hazard adaption in the Waimakariri and Selwyn districts<sup>17</sup>. We recommend that a summary of this is included in the recommended paragraph.

#### **Recommendations:**

- a) Add a new bullet point after the last bullet point under the heading 'Related planning processes currently underway' on page 17 as follows:

**The Christchurch City Council is undertaking a Coastal Hazards Adaptation Framework with its coastal communities to create adaptive pathways to respond to coastal hazard risks. It is anticipated that this work will inform future changes to the District Plan. The Selwyn and Waimakariri District Councils are currently in the early phase of their coastal hazard adaptation work. All three councils, along with Environment Canterbury, other territorial authorities in Waitaha Canterbury and papatipu rūnanga, have been involved in the Canterbury Climate Risk Assessment published in early 2022 through the Canterbury Mayoral Forum. It is also anticipated that a signalled new law 'the Climate Adaptation Act' will assist in responding to complex legal and technical issues associated with coastal hazard risks if and when it is enacted by the Government.**

#### **3.3.4 Impact on Eastern Christchurch**

Officers have made several recommendations responding to concerns about the impact of directing avoidance in relation to the matters addressed in Opportunity 2, in directions 2.1 and 2.2 and the related natural hazard mapping, on Eastern Christchurch<sup>18</sup>. We agree with the suite of changes recommended by Officers which acknowledge that mitigation rather than avoidance may be appropriate to address some risks, and to align terminology used in relation to Map 8 with that more commonly used in relation to natural hazards and within the recently released Proposed National Policy Statement for Natural Hazards Decision-making 2023 (draft for consultation).

In reflecting on these changes, we consider that the title given to Part 1 ("*Areas to protect, avoid and enhance*") does not align particularly well with the terminology used in the Opportunities addressed in Part 1, and recommend that the title is framed in a more positive manner as 'Growth in the

<sup>17</sup> Question 1 (pages 7-8) of the Officers' Response

<sup>18</sup> Section 4.3.4 of the Officers' Report

appropriate places'. We also consider that wording in the opening paragraph can be improved to reflect this.

**Recommendations:**

- a) Amend the title of Part 1 (page 39) as follows:

*Part 1 – ~~Areas to protect, avoid and enhance~~ – **Growth in the appropriate places***

- b) Amend the first paragraph in Part 1 on page 39 as follows:

**To ensure that growth occurs in the right places, it is important to identify and map areas that require protection, and areas which need to be avoided or mitigated.** Identifying and mapping the areas to protect and avoid in the context of land development is important. This includes identifying areas to protect given their intrinsic values and importance, such as sites and areas of significance to Māori, and areas with significant natural features or landscapes; and areas to avoid given they are subject to natural hazards, **noting in some circumstances mitigation may also be appropriate.**

- c) Amend the heading 'Areas to avoid' in the blue box on page 39 to 'Areas to avoid or mitigate' as follows:

Areas to avoid **or mitigate**

- d) Amend the first sentence in the second paragraph on page 39 as follows:

The methodology and reasoning for identifying the areas to protect and avoid, **or potentially mitigate,** is set out in the Areas to Protect and Avoid Background Report. The sites...

- e) Amend the first sentence of the third paragraph on page 39 as follows:

Layering all the areas to protect and avoid **or mitigate** on top of each other highlights the most constrained areas of Greater Christchurch for development (see Map 5). These areas...

- f) Amend the second sentence of fourth paragraph on page 39 as follows:

It is acknowledged that for flood hazard areas, the map shows differing return periods as the basis for areas to avoid, **or mitigate,** based on the best available mapping information from each territorial authority.

- g) Amend the title of Map 5 (page 40) from 'Areas to protect and avoid' to 'Key constraint areas' as follows:

Map 5: ~~Areas to protect and avoid~~ **Key constraint areas**

- h) Amend the legend to Map 5 (page 40) by deleting reference to 'Areas to Protect and Avoid' and replacing with 'Key constraint areas'.

- i) Amend the 3<sup>rd</sup> paragraph under Direction 2.1 (page 46) as follows:

It is essential that urban development is directed away from areas that are at significant risk from natural hazards **where that risk cannot be reduced to acceptable levels**, to ensure the safety and wellbeing of people, and the protection of buildings, infrastructure and assets.

- j) Amend the 4<sup>th</sup> paragraph under Direction 2.1 (page 46) as follows:

There are also some areas subject to natural hazards, but where these risks can be **more easily** mitigated by building differently, such as increasing the floor levels of a building or ensuring building foundations meet a higher standard. These areas are categorised as having negotiable **moderate** constraints (see Map 8).

- k) Amend the title of Map 8 (page 48) to be consistent with the recommended text changes as follows:

Map 8: Areas subject to negotiable **moderate** natural hazard risks

### 3.3.5 Renewable Energy and Reducing Carbon Emissions

We agree with the Officers' recommendations<sup>19</sup> to include explicit reference to renewable energy's role in achieving a low carbon future.

#### Recommendations:

- a) Amend the last bullet point under Context on page 45 as follows:

In a global context, greenhouse gas emissions on a per capita basis are extremely high in Greater Christchurch. An emissions inventory for Christchurch City for the 2018/19 financial year showed that more than half of its total emissions came from the transport sector. **It is acknowledged that achieving a low carbon future for Greater Christchurch will require the provision of reliable renewable energy.**

- b) Amend the 5<sup>th</sup> bullet point under 'Current and planned state of strategic infrastructure networks' on page 72 as follows:

Growth in the use of electricity for transport will necessitate greater provision of electric charging networks in Greater Christchurch. This is expected to be provided by the private sector. Over time, there may be a requirement for greater local generation of green energy. **The provision of reliable renewable energy will be important for achieving a low carbon future for Greater Christchurch.**

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<sup>19</sup> Section 4.3.5 of the Officers' Report

### 3.3.6 Climate Change and the National Grid

We agree with the Officers' recommendations<sup>20</sup> to add a clause in respect to the importance of the national grid in electrification of the economy to reduce GHG emissions, which in turn impacts future growth of Greater Christchurch.

#### Recommendations

- a) Add the following text after the second to last bullet point on page 72 as follows:

**The National Grid will continue to play an important role in electrification of the economy and will need to be protected. Long-term planning for the maintenance, operation, upgrading and development of the National Grid needs to be facilitated and supported. While existing National Grid assets are identified on the Spatial Plan maps, new development will necessitate new assets, particularly to connect to new generation.**

### 3.3.7 Role of Infrastructure During Natural Hazard Events

We agree with the Officers recommendations<sup>21</sup> to add additional text which better reflects the relationship between strategic infrastructure and natural hazards.

#### Recommendations:

- a) Add a new bullet point after the first bullet point to Direction 2.2 on page 46 as follows:

Key ways to build resilience to climate change and natural hazards in Greater Christchurch include:

- Reducing transport...
- **Recognising interdependencies in the infrastructure sector, especially between telecommunications and electricity, and acknowledging the role they play in responding to, and recovering from, natural hazard events.**

- b) Add to the second bullet point in Direction 2.2 on page 46 as follows:

- Focusing growth away from areas likely to be more exposed to natural hazards that will be exacerbated by climate change, such as flooding and coastal erosion, **while acknowledging that strategic infrastructure sometimes needs to operate in areas affected by natural hazards.**

### 3.3.8 Map High Soil Erosion – Loess on the Port Hills

We agree with submitters that erosion risks are an issue, but concur with the Officers<sup>22</sup> that these risks do not need to be addressed at the Spatial Plan level, noting that there are already methods in place to address these risks at the regional and district plan level, and through the building consent process.

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<sup>20</sup> Section 4.3.6 of the Officers' Report

<sup>21</sup> Section 4.3.7 of the Officers' Report

<sup>22</sup> Section 4.3.8 of the Officers' Report

**Recommendations:**

No changes are recommended in relation to this matter.

**3.3.9 Development on the Port Hills**

We agree with the Officers<sup>23</sup> that it is appropriate to make small amendments to Direction 2.1 to recognise that parts of the Port Hills are not subject to natural hazard constraints or located within areas with identified environmental features. We are satisfied that the wording recommended responds to appropriately to the matter raised in submissions.

**Recommendations:**

- a) Amend the last paragraph to Direction 2.1 on page 46 as follows (noting this also incorporates changes recommended in section 3.3.4 – Impact on Eastern Christchurch of this report):

There are also some areas subject to natural hazards, but where these risks can be **more easily** mitigated by building differently, such as increasing the floor levels of a building or ensuring building foundations meet a higher standard. These areas, **which include parts of the Port Hills and large areas of the floodplains**, are categorised as having **negotiable moderate** constraints (see Map 8).

**3.3.10 Tsunami Mapping Error – Maps 7 and 8**

We agree with correcting error picked up by Officers in Maps 7 and 8 in relation to tsunami hazards<sup>24</sup>.

**Recommendations:**

- a) Amend the tsunami layer underlying Map 7 on page 47 as follows:

Remove the red tsunami evacuation map layer and replace with the tsunami inundation 3m wave map layer (~1: 100-200 from 2019/2020 GNS modelling) and amend the legend on the map to refer to Tsunami Inundation – High.

- b) Amend the tsunami layer in Map 8 on page 49 as follows:

Remove the orange tsunami evacuation map layer and replace with tsunami inundation 5m wave map layer (~1:800 from 2019/2020 GNS modelling) and amend the legend on the map to refer to Tsunami Inundation – Moderate-Low.

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<sup>23</sup> Section 4.3.9 of the Officers' Report

<sup>24</sup> Section 4.3.10 of the Officers' Report



### 3.3.11 Other Matters

In response to a question raised by the Panel, Officers confirmed that Map 5 is a combination of the areas identified in Maps 7, 9 and 10<sup>25</sup>. However, in reviewing the Map, it was identified that not all aspects of Map 10 were included in Map 5, particularly in relation to water ways and open space. Officers therefore recommended that Map 5 is amended to include all the layers on Maps 7, 9 and 10. We agree with amending Map 5 so that it correctly includes all the layers identified in Maps 7, 9 and 10.

#### Recommendations

- a) Amend Map 5, page 40, to ensure it includes all the layers on Maps 7, 9 and 10.

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<sup>25</sup> Question 17 (pages 5-6) of the Officers' Response

### 3.4 Opportunity 3 – Protect, restore and enhance the natural environment with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people

#### 3.4.1 General Comments on the Proposed Strategy to Maintain and Enhance the Natural Environment

We agree with the Officers<sup>26</sup> that no specific changes to the dGCSP itself are required in response to the general submission points received in relation to this opportunity, while noting that the matters raised by submitters may be relevant to development of the blue-green network strategy identified in the Joint Work Programme.

We also agree with amending the direction from one of ‘avoidance’ to one of ‘protection’.

#### Recommendations:

- a) Amend Direction 3.1 (pages 21, 51 and 53):

*3.1 ~~Avoid development in~~ **Protect** areas with significant natural values*

- b) Amend the text under Direction 3.1 on page 53 as follows:

Te ao Māori acknowledges the interconnectedness of people and te taiao – the environment. Based on this Māori world view, kaitiakitanga is a way of managing the environment that recognises that people are an integral part of the natural world, not separate from it; and that there is an intergenerational duty to **protect**, restore and enhance the mauri (life force) of water, land and ecosystems.

#### 3.4.2 Health and Wellbeing of Waterbodies

We agree with the Officers’ recommendations, and the reasons given, as they relate to the way the health and wellbeing of waterbodies are addressed in the dGCSP<sup>27</sup>. While endorsing the additional blue-green network Principle recommended to be added, we recommend that additional references to, and a brief discussion around each of Te Mana o te Wai and ki utu ki tai should be added under Direction 3.2.

#### Recommendations:

- a) Insert a new blue-green network Principle (page 37) as follows:

The vision to create an enhanced and expanded blue-green network in Greater Christchurch will be guided by ~~five~~ **six** principles:

<sup>26</sup> Section 4.4.1 of the Officers’ Report

<sup>27</sup> Section 4.4.2 of the Officers’ Report

**Healthy waterbodies: Valuing, respecting, and prioritising the health and wellbeing of waterbodies, recognising the vital importance of water.**

- b) Amend the text under Direction 3.2 (page 53) as follows:

Direction 3.2 Prioritise the health and wellbeing of water bodies

...Restoring the health and wellbeing of water bodies, **including wetlands**, is a priority for the city region, **and recognises Te Mana o te Wai - that protecting the health of freshwater protects the health and well-being of the wider environment, restoring and preserving the balance between the water, the wider environment, and the community.**

Taking an integrated, catchment-based approach will support a higher quality water environment in Greater Christchurch. **This also accords with and supports the Te Ao Māori principle of ki uta ki tai - which is concerned with the sustained integrity and functioning of all elements of the natural environment and their inter-connection, including with people.**

- c) Amend Map 10 (page 52) to show the sea / coastal water in a different colour from the urban area.

### 3.4.3 Provision for Greenspace (including trees and biodiversity)

#### *Overview of submissions*

We acknowledge those submissions identifying the benefits of greenspace and trees, the desire for enhancement and expansion of the network of greenspaces or of particular areas, as well as highlighting the need to ensure that provision for greenspace and tree canopy, and blue-green network enhancement opportunities are prioritised in existing areas as well as new areas. We agree with the reasons given by Officers<sup>28</sup> for minor additions to be made to the text relating to Direction 3.3.

#### **Recommendations:**

- a) Add a new 4<sup>th</sup> paragraph under Direction 3.3 (page 54) as follows:

**It is important that green spaces within our urban environments can be enjoyed by people of all ages and abilities, including through inclusive design and the application of universal design standards.**

- b) Amend the last paragraph under Direction 3.3 (page 54) as follows:

Improving the quality of the environment in **existing and proposed** higher density areas is critical.

<sup>28</sup> Section 4.4.3 of the Officers' Report

### 3.4.4 Protection of Highly Productive Land

We agree with the Officers' responses to submissions relating to the protection of highly productive land<sup>29</sup>. While acknowledging the direction in the NPS-HPL which councils must give effect to through their district and regional planning processes, we have also carefully considered whether changes are required to the dGCSP to ensure that it is sufficiently flexible to respond to any changes to national direction that may arise. We acknowledge the Officers' response to our questions on this matter<sup>30</sup> and are satisfied that the changes provide an appropriate balance that reflects the current context and direction, while recognising this context may change.

#### Recommendations:

- a) Amend the third paragraph under Direction 3.4 (page 55) as follows:

...The interim definition of highly productive land **in the current National Policy Statement (September 2022)**, is land that is Land Use Capability Class 1, 2, or 3 (with some exceptions relating to identified growth areas. For the purposes of the Spatial Plan, these Land Use Capability Classes have been shown in Map 12, noting that exceptions do apply. **Map 12 is not determinative of the identification of highly productive land for inclusion, by way of maps, in the Canterbury Regional Policy Statement as required by the National Policy Statement for Highly Productive Land.**

- b) Amend Map 12 title (page 55) as follows:

Map 12: ~~Highly productive soils~~ **Land Use Capability Class 1-3 soils**

- c) Amend third bullet point under 'Related planning processes currently underway' (page 17) as follows:

Canterbury Regional Council is reviewing the **regional planning framework for Canterbury. A new Regional Policy Statement is expected to be notified at the end of 2024. This process seeks to align the regional planning framework with national direction such as the National Policy Statement for Freshwater Management 2020, including Te Mana o te Wai. It also Regional Policy Statement, which** includes a review of the ~~airport~~ noise contours **relating to Christchurch International Airport, mapping of highly productive land, and development of developing** significance criteria for new greenfield areas. ~~as well as the Regional Coastal Environment Plan and the Land and Water Regional Plan.~~ This review will also continue to consider, and direct, how to manage urban growth in balance with activities that occur in the rural environment.

<sup>29</sup> Section 4.4.4 of the Officers' Report

<sup>30</sup> Question 2, pages 2-3 in Officers' Response

### 3.4.5 Green Belt Concept

#### *Overview of submissions*

We recognise that the majority (just over 66%) of submitters who responded in relation to the concept of a green belt around urban areas, supported the concept. We also acknowledge that there are submitters who seek that specific (rather than conceptual) locations for green belts are identified; as well as those who seek the removal of any conceptual identification of these on Maps 2 and 14.

Several submissions were also received on how these areas should be planned, designed, or implemented; or seeking clarity on what approach is to be taken in relation to these areas.

We agree with the response given by Officers to these submissions<sup>31</sup>. In particular, we support retention of the green belt concept, acknowledging that the detail around their purpose, and how they are planned, designed, and implemented is for a future stage of work (as part of the blue-green network strategy) which is signalled in the dGCSP. As noted by the Officers, many of the comments made by submitters are relevant to the further investigation of the green belt concept, rather than necessitating changes to the dGCSP itself.

We also agree with the recommendation to update the legends to Maps 2 & 14 to provide greater clarity that that the ecological enhancement / green belt areas shown on these maps are indicative only. We have also carefully considered whether it is appropriate to retain the direction relating to these areas, but remove any conceptual lines relating to them from these maps. We are satisfied that with the changes to the legend confirming that the lines are approximate only, that it is appropriate to include conceptual lines to spatially link to the Direction in 3.5, and because they reinforce the separation of different areas as their own distinct communities.

We do however consider that changes should be made to the text under Direction 3.5 to strengthen the wording, and in particular to make it clearer that a green belt would act as a transition between urban and rural areas; and to better reflect the recommended addition to the wording used in the legend. We also recommend the key term for 'Green Belt' is updated to refer to a transition rather than a buffer.

#### **Recommendations:**

- a) Add a notation to Maps 2 and 14 (pages 23 and 70 respectively) as follows:

**Ecological enhancement / green belt: The dashed lines are an approximate representation of the location of ecological enhancement / green belt areas, to be further investigated.**

- b) Amend the paragraphs under Direction 3.5 (pages 55-56) as follows:

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<sup>31</sup> Section 4.4.5 of the Officers' Report

A green belt is a planning tool used to maintain areas of green space around urban areas, often acting as a ~~buffer~~ **transition** between urban and rural areas. A green belt around Greater Christchurch's urban areas ~~could~~ **would** help limit urban expansion; protect food producing land and green spaces for future generations; provide space for urban forests, wetlands and ecological restoration areas; increase resilience to the effects of climate change; and support recreational activities.

The concept of a green belt in Greater Christchurch needs to be explored in more detail, and **this** will be undertaken as part of the development of a blue-green network strategy. **The 'Ecological enhancement / green belt' notations shown on Maps 2 and 14 are indicative of the location of ecological enhancement / green belt areas, and their specific location is to be further investigated. The areas in between the approximate green belt locations and the current or future urban areas identified in these maps do not indicate further urban development is necessarily anticipated in these areas.**

- c) Amend the key term for 'Green Belt' (page 6) as follows:

A green belt is a planning tool used to maintain areas of green space around urban areas, often acting as a ~~buffer~~ **transition** between urban and rural areas.

### 3.4.6 Other Matters

During the hearing, the Panel raised concerns that Outstanding Natural Landscapes (ONLs) and Outstanding Natural Features (ONFs) were incorporated in a range of other areas grouped under the heading 'Protected Places, Landscapes and Features' in Map 10 and asked if they could be separately identified. In their Further Response, Officers provided an updated version of Map 10 reflecting this<sup>32</sup>. We support this addition being made to Map 10.

#### Recommendations

- a) Amend Map 10, page 52, to separately identify Outstanding Natural Landscapes and Outstanding Natural Features.

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<sup>32</sup> Pages 4-5 of the Further Response

### 3.5 Opportunity 4 – Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs

#### 3.5.1 Future Housing Development

The Officers’ Report traversed in detail those submissions commenting on whether the desired pattern of growth in the Spatial Plan represented the best option for Greater Christchurch<sup>33</sup>. Their response noted that under the FDS requirements, consideration is required of the advantages and disadvantages of different spatial scenarios for achieving the purpose of the FDS; and that this was undertaken through the Spatial Plan Urban Form Scenario background report<sup>34</sup>, which sought to understand how different land-use scenarios and transport packages would contribute to the realisation of outcomes and priorities set out in the Strategic Framework that underpins the dGCSP. This evaluation subsequently informed the development of urban form direction included in the dGCSP.

We accept the Officers’ advice that the best performing combination is reflected in the dGCSP, but that additional transport interventions are also required in order to meet anticipated Emission Reduction Plan (ERP) and VKT (Vehicle Kilometres Travelled) reduction targets; and that in the urban form scenario evaluation MRT was a critical transport package for reducing emissions and previous work on MRT found that its viability depends on intensification occurring along the corridors and around the stations.

We also note that the desired pattern of growth in the dGCSP is to focus household and business growth through greater intensification in urban and town centres, and along public transport corridors; however it does not preclude development or redevelopment at higher densities from occurring in other locations.

Overall, the Panel supports the targeted intensification approach outlined in the dGCSP and as set out by Officers. While carefully considering matters raised by submitters seeking further identified greenfield growth area, nothing we have heard has persuaded us that an alternate approach is a better way to manage the anticipated growth in a Greater Christchurch. We also acknowledge the importance of considering how residential growth is provided for as part of the overall spatial strategy package, particularly in terms of the impact that targeted intensification growth has on the viability of MRT.

We also agree with the recommendation that large lot residential zones (LLRZs) should be included in Maps 2 and 14.

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<sup>33</sup> Section 4.5.1 of the Officers’ Report

<sup>34</sup> GCP (2022) Urban Form Scenarios Evaluation Report. [dGCSP-Urban-Form-Scenarios-Evaluation-Report-v2.pdf](https://www.greaterchristchurch.org.nz/dGCSP-Urban-Form-Scenarios-Evaluation-Report-v2.pdf) ([greaterchristchurch.org.nz](https://www.greaterchristchurch.org.nz))

**Recommendations:**

- a) Amend Maps 2 and 14 (pages 23 and 70 respectively) to include any existing LLRZ in Greater Christchurch as part of the existing urban area.

**3.5.2 Opportunity 4 and Directions 4.1 to 4.5**

We have considered the changes sought to the wording of Opportunity 4 and supporting Directions 4.1 through to 4.5 and agree with the reasons given by Officers for supporting or rejecting those changes, noting that they respond to a number of matters raised in submissions<sup>35</sup>.

For completeness we note that the Officers originally recommended that 'Social Infrastructure' be removed from the list of Key Terms in the dGCSP, but subsequently recommended that it be retained, with minor changes made to the text where it is referred to<sup>36</sup>. We agree with retaining this term, and therefore it is not identified in the recommendations below as no change is required.

**Recommendations:**

- a) Amend Opportunity 4 (pages 21 and 57) as follows:

Enable diverse, **quality**, and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs.

- b) Amend Direction 4.2 (pages 21, 57 and 59) as follows:

Ensure **at least** sufficient development capacity is provided or planned for to meet demand.

- c) Amend Direction 4.5 (pages 21, 57 and 64) as follows:

Deliver thriving neighbourhoods with quality developments, **quality housing** and supporting ~~community~~ infrastructure.

- d) Amend the reference to 'community infrastructure' on page 29 as follows:

Rolleston is a strong residential growth node with high quality ~~community~~ infrastructure and a developing town centre providing retail and hospitality.

- e) Amend the fifth paragraph under 'The prosperous development of kāinga nohoanga' on page 25 as follows:

...Through this legislation, Māori Reserves have been zoned as Rural - preventing subdivision, housing, social and ~~educational~~ infrastructure, **educational facilities**, and the development of prosperous economic activities.

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<sup>35</sup> Section 4.5.2 of the Officers' Report

<sup>36</sup> Page 26 of the Officers' Response



- f) Amend the first paragraph under Direction 4.1 on page 58 as follows:

As outlined in *The prosperous development of kāinga nohoanga* section, legislation and a failure of strategic planning have prevented the development of Māori Reserves for subdivision, housing, and social and educational infrastructure, **educational facilities**, as well as the development of prosperous economic activities. This has impacted the prosperity and wellbeing of mana whenua.

### 3.5.3 Greenfield and Urban Sprawl

We note that there were submissions supporting restrictions on urban sprawl / further greenfield development, as well as those supporting a balanced approach to including greenfield development alongside brownfield development to accommodate future projected growth and provide for housing choice. We also note that a number of submitters consider that the dGCSP should spatially identify additional broad locations for future greenfield growth on Maps 2 and 14. We note that Officers have clarified that identifying broad locations in which development capacity will be provided is not exclusively related to locations of future greenfield<sup>37</sup>. Rather, the broad locations shown on maps 2 and 14 of the dGCSP spatially identifying areas that are already urban, but which are intended to accommodate additional development capacity through redevelopment, infill, and intensification.

While we agree with Officers that further clarity can be provided in the text relating to Direction 4.2, we consider that the wording can be improved further. In particular, we agree with submitters who raised concerns that requiring locations to “adjoin” specified centres is too restrictive, given that has a particular meaning in an RMA interpretation context. We have amended to refer to adjacent to, or near, reflecting that ‘near’ is used in Objective 3 of the NPS-UD. We also consider that a 5<sup>th</sup> criterion should be added associated with landscape and visual matters, urban design and integration with natural features such as waterways. Other changes are recommended to improve grammar.

#### Recommendations:

- a) Amend the last paragraph under Direction 4.2, on page 60 as follows:

Further to this, **broad** locations for **new residential** development to provide additional capacity should align with the direction in the Spatial Plan and desired pattern of growth. **Identifying broad locations for residential development should be guided by the Spatial Strategy, including the six opportunities, directions and the overarching directions that shape the desired pattern of growth. Broad locations should, at a minimum:**

1. **Be adjacent to, near, or within a Significant Urban Centre, Major Town or a Locally Important Urban Centre in Greater Christchurch;**
2. **Be accessible to either MRT, Core Public Transport Routes or New / Enhanced Public Transport Routes;**

<sup>37</sup> Section 4.5.3 of the Officers’ Report

3. **Protect, restore and enhance the natural environment, historic heritage, and sites and areas of significance to Māori;**
4. **Be free from significant risks arising from natural hazards and the effects of climate change; and**
5. **Be cognisant of the landscape and visual context, integrate with natural features and align with good urban design principles.**

### 3.5.4 Greenfield Opportunity Sites and Areas

Several submitters sought that particular greenfield opportunity sites or areas be specifically identified in the Spatial Plan for future urban growth. Officers advised<sup>38</sup> that there is only a predicted shortfall in housing development capacity in the long term in the Selwyn District, which has further reduced from that identified in the HCA, as a result of the decisions issued on the District Plan and additional growth facilitated through implementation of the MDRS. The dGCSP response to this shortfall is to explore the feasibility of intensification, especially around centres and public transport routes, and increase minimum densities for new greenfield areas.

We accept that this approach takes account of the significant amount of plan-enabled capacity in Greater Christchurch, the need for a response that closes the gap between plan-enabled and commercially feasible capacity, and importantly, aligns with the desired pattern of growth in Greater Christchurch which is to focus household and business growth through greater intensification in urban and town centres, and along public transport corridors. As noted earlier, the desired pattern of growth set out in the dGCSP has been assessed as being best able to deliver on the six opportunities identified.

We agree with Officers that the dGCSP provides sufficient direction, and broad locations, for long term growth (as required under the NPS-UD) and consideration of 'greenfield' opportunities within, or beyond, those locations is best considered by statutory Schedule 1 processes under the RMA. We support updating the dGCSP to reflect decisions issued on the Selwyn District Plan<sup>39</sup>. We also acknowledge the timing of this document in relation to plan reviews and changes in process, but we do not consider that the dGCSP should be amended to presume the outcome of those processes. We consider that the spatial strategy provides guidance for any location of additional greenfield development that might be considered through those processes at the time<sup>40</sup>. We also note the recommendations made in relation to criteria for identification of broad locations for new development in the previous section of this Report.

We discuss this further, with respect to the requirements of the NPS-UD to identify the broad locations within which future development capacity can be provided, in Section 3.12.3 of this report.

<sup>38</sup> Section 4.5.4 of the Officers' Report

<sup>39</sup> Refer to Section 3.12.3 of this Report

<sup>40</sup> Refer to the 'Greenfield' section of the dGCSP (page 63 in Appendix 3).

**Recommendations:**

No changes are recommended in relation to this matter (while noting related recommendations made in section 3.12.3 of this report.)

**3.5.5 Intensification**

We have considered the submissions relating to intensification and agree with Officers that no substantial changes are required to the dGCSP in response to these<sup>41</sup>. Like Officers, we acknowledge the need to ensure that intensification is designed well and integrates into existing areas and agree with their recommended changes to include reference to quality developments and quality housing, to provide direction on what is expected from new developments in Greater Christchurch to support the vision of the dGCSP, and to inform the Joint Housing Action Plan.

**Recommendations:**

- a) Amend the description of a thriving neighbourhood (page 64) as follows:

They are neighbourhoods that **are well connected**; enable safe and equitable access for all; have high quality and safe open spaces, green spaces and public realm; and provide **a diverse range of housing choice including** for social and affordable housing.

- b) Amend the section titled 'vibrant communities with access to services' (page 64) to **Features of Thriving Neighbourhoods**.
- c) Amend the title and the internal heading of Figure 12 (page 64) from 'Features of connected neighbourhoods' to **Features of Thriving Neighbourhoods**.
- d) Insert a new section after 'Community facilities and open, green and public spaces' titled '**Quality Developments and Quality Housing**' (page 65) as follows:

**Quality Developments and Quality Housing**

**Quality developments and quality housing are at the heart of thriving neighbourhoods, enriching the lives and wellbeing of our communities. Quality developments support neighbourhoods to develop and change over time in response to the diverse and changing needs of people, communities, and future generations.**

**Quality housing meets the diverse needs of the community over their lifetime and ensures that individuals, whānau and communities can live well so our neighbourhoods thrive for all. The Joint Housing Action Plan will consider quality housing in the context of Greater Christchurch.**

- e) Amend the purpose of the Joint Housing Action Plan on page 79 as follows:

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<sup>41</sup> Section 4.5.5 of the Officers' Report

To create a housing action plan that ensures the entire housing continuum is working effectively to provide **quality**, affordable housing choice and diversity.

- f) Amend the second instance of the title 'Community facilities and open, green and public spaces' heading on page 65 to read **'Sense of connection and safety'**

### 3.5.6 Housing Provision

We acknowledge those submissions that relate to the provision of affordable housing, social housing, community housing as well as alternative models and forms of housing. We agree with the Officers' recommendations to make amendments that better acknowledge the range of housing options that forms part of housing choice<sup>42</sup>.

We note that the dGCSP is intended to identify the desired future state for Greater Christchurch, and ways to close the gap between the current and desired future states, which will be addressed in more detail through the development of a Joint Housing Action Plan, as well as through the key moves. This Action Plan will also consider in more detail how housing choice is provided, as well as options to improve housing affordability. The dGCSP is intentionally focused at a high level, providing broad direction and encouraging a positive shift in urban form to achieve the desired pattern of growth.

#### Recommendations:

- a) Amend the final paragraph under 'Social and affordable housing needs' on page 63 as follows:

Housing need in Greater Christchurch, **including social and affordable housing**, will be further addressed through the development of a joint ~~social and affordable~~ housing action plan.

- b) Amend the second paragraph under Direction 4.4, on page 61, as follows:

...However, to do this across a spectrum of housing choice and demand, the intensification focus needs to be combined with continuing to provide for **diverse forms of housing and** some greenfield areas in appropriate locations.

- c) Insert a new section (after 'Greenfield' section) on pages 63-64, titled 'Specific Forms and Alternative Approaches to Housing' as follows:

#### **Specific Forms and Alternative Approaches to Housing**

**Specific forms of housing and alternative approaches to housing are part of housing choice. They can provide for a range of preferred lifestyle options, respond to deficiencies or particular demand in the housing market, target those with the greatest housing need**

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<sup>42</sup> Section 4.5.6 of the Officers' Report

**or deliver housing through innovative and novel approaches. They span the housing continuum from social housing through to private housing in the open market. They can offer greater diversity of housing typologies, tenures and price points.**

**Consideration of how specific forms of housing and alternative approaches to delivering housing can support greater housing choice in Greater Christchurch will be further addressed through the development of a Joint Housing Action Plan.**

### 3.5.7 Kāinga Nohoanga

We agree with Officers<sup>43</sup> that the direction around enabling Kāinga Nohoanga appropriately recognises Te Tiriti o Waitangi, and the commitment of the Crown to achieve equitable outcomes for Māori, and that no changes are required to the dGCSP in relation to enabling Kāinga Nohoanga.

#### **Recommendations:**

No changes are recommended in relation to this matter.

### 3.5.8 Connected Neighbourhoods

We accept the advice of Officers<sup>44</sup> that the 'Connected Neighbourhood' concept in the dGCSP reflects the idea of people living in urban centres having access to services that can be reached through travel modes other than the private car, including walking, cycling, and public transport. These modes have less impact on the environment, while improving people's health and wellbeing. We also agree with them that this concept is about improving quality of life for residents through providing easy access to day to day needs and enhanced social interactions, and is not about restricting freedom of movement.

#### **Recommendations:**

No changes are recommended in relation to this matter.

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<sup>43</sup> Section 4.5.7 of the Officers' Report

<sup>44</sup> Section 4.5.8 of the Officers' Report

## 3.6 Opportunity 5 – Provide spaces for businesses and the economy to prosper in a low carbon future

### 3.6.1 The Strengthened Network of Urban and Town Centres

We have considered the matters raised in submissions relating to urban and town centres and agree with the Officers' assessment of these and related recommendations<sup>45</sup>. This includes an additional recommendation to include symbols for Lyttelton Port and the inland ports on various maps<sup>46</sup>.

#### Recommendations:

- a) Add **Prebbleton** to the list of locations of 'Locally important urban centres and towns' on Page 27 and identify Prebbleton on Map 2 and Map 14 (pages 23 and 70 respectively) as a 'Locally important urban centres and towns'.
- b) Amend Map 13 (page 67), to show the **LPC City Depot inland port**.
- c) Amend Maps 2, 6, 7, 8, 10 and 14 (pages 23, 44, 47, 48, 52 and 70 respectively) to include Lyttelton Port and the inland ports.

### 3.6.2 Recognising the role of Research and Primary Production Activities

Having considered the submissions and Officers' assessment of these<sup>47</sup>, we agree that greater consideration of the impacts of urban growth on primary production activities, research centres and farms, and the potential for growth to compromise these, is required in the dGCSP.

During the hearing, we did question whether commentary should be included in the dGCSP on issues arising from the effects of rural activities on urban areas. We have considered the Further Response from Officers on this<sup>48</sup>, and see benefit in adding the additional paragraph identified by Officers relating to this, as well as additional text under Direction 3.5 noting that the green belt can be used to address reverse sensitivity impacts.

#### Recommendations:

- a) Insert additional paragraph in the 'Context' section under Opportunity 5, on page 66, as follows:

**Greater Christchurch contains a number and range of tertiary and research institutions of strategic importance from a local and national perspective. Their retention, protection and continued operation is of regional and national economic importance.**

- b) Amend second bullet point in the 'Context' section under Opportunity 5, on page 66 as follows:

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<sup>45</sup> Section 4.6.1 of the Officers' Report

<sup>46</sup> Pages 15-16 Officers' Response

<sup>47</sup> Section 4.6.2 of the Officers' Report

<sup>48</sup> Pages 3-4 in the Further Response

Hubs of tertiary and research institutions are found in Christchurch's Central City, including the Ara Institute of Canterbury, the tertiary teaching hospital and the health precinct; and at the University of Canterbury campus in Riccarton, and the Lincoln University and various research campuses and farms in and near Lincoln.

- c) Insert a new Direction 5.4 on pages 21, 66 and 73 as follows:

**5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy.**

- d) Insert new text under Direction 5.4 on page 73, as follows:

**Greater Christchurch is a business and research hub for primary production across Canterbury and the South Island. Primary production is one of the key drivers of our economy and employment. A strong agricultural economy supports growth and development in the rest of the economy due to its linkages with research, manufacturing and transport. Quarries also play an important role in urban growth and development. Consideration needs to be given to their location, operation, and function, to ensure a reliable and affordable future supply of aggregates and that adverse impacts on communities and the environment, including potential effects on groundwater and drinking water sources, can be appropriately managed. This includes the rehabilitation of quarry sites once extraction ceases.**

**Primary production activities are located within Greater Christchurch, and urban growth can impact these land uses and rural communities. Some of these effects can be positive, bringing new people and amenities to rural areas. However, there are also adverse effects of urban growth which need to be managed.**

**It is recognised that primary production activities can have adverse effects on existing urban areas. This is commonly addressed through Regional and District Plans through provisions like setback, noise controls, odour and dust limits etc. This should continue in balance with 'greenfield' development in locations that ensure primary production activities can continue, while ensuring residential areas remain pleasant places to live.**

**There is need for primary production activities to be able to expand or change in response to new markets and new issues, including transforming to a lower emissions economy. A growing primary production industry creates opportunities for other industries to prosper.**

- e) Insert a new Direction 5.5 on pages 21, 66 and 73 as follows:

**5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.**

- f) Insert new text under Direction 5.5 on page 73, as follows:

**Greater Christchurch has significant tertiary education and research capability. This includes four tertiary institutes and several research institutes, including six of the seven Crown Research Institutes in Aotearoa New Zealand.**

**There are more than 25,000 tertiary students across the four tertiary campuses in Greater Christchurch. The majority of these institutions are located outside of the significant urban centres of Greater Christchurch, and may be impacted by urban growth. Improved public transport links to campuses will enhance integration with Greater Christchurch.**

**Tertiary and research institutes need to be provided for and protected as these institutions are providing the skilled workers of the future as well as key drivers creating and adopting innovations, and providing more sustainable ways for our communities and businesses to operate.**

g) Amend the first paragraph under Direction 3.5 as follows:

... A green belt around Greater Christchurch's urban areas ~~could~~ **would** help limit urban expansion; **address reverse sensitivity impacts;** protect food producing land and green spaces for future generations; provide space for urban forests, wetlands and ecological restoration areas; increase resilience to the effects of climate change; and support recreational activities.

### 3.6.3 Additional Key Terms

We agree with Officers that the additional terms sought to be added as 'Key Terms' in the dGCSP are not necessary, as they are terms that are defined elsewhere or are well understood terms<sup>49</sup>.

#### **Recommendations:**

No changes are recommended in relation to this matter.

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<sup>49</sup> Section 4.6.3 of the Officers' Report



### 3.7 Opportunity 6 – Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities

#### 3.7.1 Alternative Options or Approaches for MRT

Various submitters commented on aspects of the MRT system. We acknowledge firstly (as outlined in the Officers' Report<sup>50</sup>), that while the dGCSP provides the proposed route for MRT, and indicates what the urban form along the corridor would look like, detailed analysis of the MRT proposal is not included in the dGCSP itself. However, the MRT Indicative Business Case (IBC) was completed alongside the development of the dGCSP, and the preferred spatial strategy contained in the dGCSP is based on the assessment of various land use and transport scenarios.

We also understand that through the MRT IBC process, a range of transport options was assessed to identify which form of rapid transit would best meet the desired outcomes, with the assessment determining that both Light Rail and Bi-articulated Bus solutions are the preferred ways forward in terms of mode technology for this rapid transit system.

We also understand that the next step for MRT is to complete a detailed business case, including more detailed analysis and planning, and to narrow down a single preferred mode. The content and outcomes of the detailed business case follow on from the directions in the dGCSP and is part of the Greater Christchurch Transport Plan initiative shown in the Joint work programme in the Implementation section of the dGCSP.

We acknowledge that submitters sought for other areas to be included in the MRT route, or supported alternate routes, including use of the existing heavy rail network.

With respect to heavy rail, the Officers advised<sup>51</sup> that the use of the heavy rail corridor was “*not well aligned to the outcomes sought by the MRT system for a number of reasons*”. While they stated that heavy rail is not the best option for a ‘turn-up-and-go’ service that is envisaged for MRT under the dGCSP, they also stated that this did not mean passenger rail will not happen in Canterbury in the future. We are also cognisant that Officers reinforced, when presenting their responses to questions, that the dGCSP is a package, and changes to part of dGCSP, for example in relation to indicating a preference for heavy rail, could undermine what the dGCSP is trying to achieve, by starting to ‘unpick’ or add to elements of the package in a way that unravels how different parts of the package work together. We are also conscious that these are matters that have been, and will continue to be looked at by the Canterbury Regional Transport Committee, and we do not wish to predetermine the outcomes of this future detailed work.

Anticipating that the current rail track network would need to be double tracked to enable integration of passenger services with freight, we also asked Officers to further investigate the

<sup>50</sup> Section 4.7.1 of the Officers' Report

<sup>51</sup> Section 4.7.1 of the Officers' Report

widths of the designations over the rail corridors in each district. The response provided<sup>52</sup> advised that the designation widths vary greatly, from 5m to 300m. We acknowledge that the width of the existing designated corridor in some narrower parts may also present a challenge to this expanded use.

Taking into account the Officers' advice, as well as presentations made by a number of submitters, we accept that the focus should remain on MRT in the dGCSP, which in turn will be reflected in the related implementation, including the detailed business case. However, we consider that heavy rail remains a strategic transport corridor that may well, in the longer term, provide an opportunity for some passenger services, provided that this mode complements and integrates with, rather than detracts from, MRT, and the wider transport network.

We acknowledge the challenges to utilising the current heavy rail network for passenger services identified by Officers, but do not consider that they are necessarily insurmountable such that this opportunity should be taken completely off the table. We are particularly cognisant of submitters who highlighted those overseas cities that moved to MRT rail systems when at a population level of 300,000 – 500,000, and which are now double that size. The Panel acknowledge those submissions, recognising that growing cities do need to protect strategic transport routes and particularly given the dGCSP is planning for growth levels of 700,000 – 1,000,000 residents. We therefore recommend that minor changes are made to the dGCSP to recognise that the current heavy rail line may also become important in the longer-term future for passenger movement. We consider it important to keep this option on the table, so as not to lose the opportunity for its use in future for passenger travel.

With respect to the MRT route, we were particularly interested to understand the consideration that had been given to extending this to the airport, University, and to the east. We accept the advice of Officers<sup>53</sup> that the MRT route is intrinsically linked with where growth and development is to be focused, i.e., intensification along these public transport corridors; and that the wider public transport system will serve other areas. We endorse the comments of Officers<sup>54</sup> that acknowledge that the public transport network needs to improve to service existing and future communities in the East. However, we accept the reasons as to why this route, as well as routes to the airport and University, are not identified as part of the MRT corridor.

#### **Recommendations:**

Insert an additional paragraph in the text under Direction 6.5 (page 78) as follows:

- a) **In the longer term, the heavy rail corridor may provide some additional passenger service opportunities to complement and integrate with the MRT network proposed in this plan, once that new infrastructure is in place. It is acknowledged that this would require significant investment, and would need to be done in a way that does not compromise the critical role this network plays in freight distribution.**

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<sup>52</sup> Pages 2-3 of the Further Response.

<sup>53</sup> Section 4.7.1 of the Officers' Report

<sup>54</sup> Question 15, page 10 of the Officers' Response

In addition to changes recommended to the dGCSP itself, we recommend that the Partnership, through the Canterbury Regional Transport Committee and Mayoral Forum, encourages work to continue on investigating use of current heavy rail line.

### 3.7.2 Region-wide Public Transport Improvements

We acknowledge submitters who sought improvements to existing public transport services, including both improved reliability and more accessible routes, and in some cases sought that this was prioritised ahead of a new MRT system. However, we agree with Officers that while the CGSP highlights that an important first step to improving Greater Christchurch's public transport network is to accelerate the implementation of planned improvements to the existing bus network, this is a matter to be addressed through the Greater Christchurch Public Transport Futures (PT Futures) programme, rather than through the dGCSP itself<sup>55</sup>. We do not consider that continued work on the MRT system should be delayed due to this.

We do, however, have concerns that core public transport routes to the east of Christchurch were not detailed in the dGCSP maps, with indicative arrows that did not lead anywhere instead being used. In response to questions, Officers recommended that the complete connection for the 'Core Public Transport routes' heading to Queenspark, New Brighton and Sumner be shown on Map 15 (and consequentially pulled through into Maps 2 & 14)<sup>56</sup>.

#### Recommendations:

- a) Amend Maps 2, 14 and 15 (on pages 23, 70 and 75 respectively) to show the complete connection for the 'Core Public Transport routes' heading to Queenspark, New Brighton and Sumner.

### 3.7.3 District Connections

Various submitters sought the extension of the core MRT system to Rolleston and Rangiora. We accept the advice from Officers that the PT Futures Programme is actively looking at the improvements described by the Officers, and that the identified improvements are being fed into current LTP consideration<sup>57</sup>.

We acknowledge that the matters raised by submitters are important and note that this was particularly emphasised by submissions we received from youth. This included the need for a public transport link between Rangiora/Kaiapoi and Rolleston, using Johns Road and Russley Road. While recognising the limitations of what this Panel can and cannot do in this space through the dGCSP itself, we want to strongly encourage these issues being better addressed in the relevant forum. We therefore endorse further consideration of public transport improvements, including the importance of connectedness across and between districts, and the prioritisation of these matters in the PT Futures Programme work. The changes we have recommended to safeguard potential future use of

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<sup>55</sup> Section 4.7.2 of the Officers' Report

<sup>56</sup> Question 34, page 14 of the Officers' Response

<sup>57</sup> Section 4.7.3 of the Officers' Report

the heavy rail corridor for passenger services, is another avenue that can be explored in responding to the identified issues.

**Recommendations:**

We recommend that the Partnership including individual partners continues to investigate public transport improvements that would improve connectedness across and between districts.

### 3.7.4 Regional Rail Connections

We note that heavy rail services beyond the Greater Christchurch area were also mentioned by submitters, but accept the advice of Officers that this is beyond the scope of the dGCSP<sup>58</sup>. We also note that this is a matter that the Canterbury Regional Transport Committee is looking at, and we encourage them to continue to do so.

**Recommendations:**

No changes are recommended in relation to this matter.

### 3.7.5 Walking, Cycling, Micro-mobility and other modes of transport

We agree with the Officers assessment (Section 4.7.5) of submissions that relate to this topic and their recommendations<sup>59</sup>.

**Recommendations:**

- a) Amend Opportunity 6 (on pages 21, 33, 71 and 74), as follows:

“Prioritise sustainable **and accessible** transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities”.

- b) Amend Map 15 (page 75) to show the following four strategic cycleways in Selwyn District:

- Lincoln to Rolleston cycleway
- Rolleston to West Melton cycleway
- Springston and Lincoln cycle path
- Prebbleton to Templeton cycle path

We further recommend that the Partnership, through the Canterbury Regional Transport Committee and Mayoral Forum give consideration to providing opportunities for bikes and scooters etc to be carried on MRT and/or for the safe storage of these items at MRT stops.

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<sup>58</sup> Section 4.7.4 of the Officers’ Report

<sup>59</sup> Section 4.7.5 of the Officers’ Report

### 3.7.6 Transporting Freight

We agree with the Officers assessment of submissions that relate to this topic and their recommendations<sup>60</sup>, including the additional recommendation in the Officers' Response<sup>61</sup>.

#### Recommendations:

- a) Amend Map 15 (page 75), to include key freight routes as outlined in the image from the Lyttelton Port Company Limited (LPC) submission; and alternative freight routes, as supplied by LPC after the hearing at the request of the Panel.

## 3.8 Development Capacity

### 3.8.1 Housing Demand

Various submitters questioned both how the demand modelling had been undertaken and its accuracy. We note that this is addressed in detail in the Officers' Report<sup>62</sup>, noting that expected demand for housing is based principally on Statistics New Zealand's (Stats NZ) population estimates and projections and the associated assumptions, which in turn underpins the most recent HCA undertaken by the Partnership district and city councils. The dGCSP has in turn been informed by the HCA.

We also received evidence from Fraser Colegrave from Insight Economics, who provided an Economic Peer Review on the dGCSP on this matter, in support of the submission by Infinity Investment Group Holdings Limited. His key conclusions relating to housing demand and capacity, which we have paraphrased below, are<sup>63</sup>:

- a) Greenfields development accounted for nearly all new homes in Waimakariri and Selwyn and 80% of new "stand alone" homes in Christchurch City over the last five years and the dGCSP and the Plan *"systematically fails to recognise the role and importance of greenfields and provide for necessary greenfield development. This approach will constrain competition, reduce housing choice, and erode housing affordability"*;
- b) Intensification cannot be relied on in isolation to meet future needs and it is *"unclear how the quantum shifts (in housing types and locations) envisaged by the dGCSP will be achieved in practice"*;
- c) The consolidated scenario that underpins the dGCSP *"does not achieve the NPS-UD direction to provide a range of dwelling types (including standalone dwellings and attached dwellings) at prices and in locations that meet the needs of different households"*; and
- d) *"The housing capacity assessments (HCA) relied upon are flawed and misleading, imparting a false sense of security about capacity sufficiency"*.

<sup>60</sup> Section 4.7.6 of the Officers' Report

<sup>61</sup> Question 35, pages 26-27 of the Officers' Response

<sup>62</sup> Section 4.8.2 of the Officers' Report

<sup>63</sup> Paragraphs 14 and 31 of the Evidence of Fraser Colegrave for Infinity Investment Group Holdings Limited, 31 October 2023

We asked Officers to respond to the findings of Mr Colegrave's peer review, and note that Officers sought comment from Rodney Yeoman from Formative Limited, who provided a memorandum responding to matters revised in the peer review<sup>64</sup>. We also asked several questions of Mr Yeoman when the Officers presented their response to the Panel's questions. When asked what the key difference between his analysis and that undertaken in Mr Cosgrove's Peer Review, Mr Yeoman pointed us to four paragraphs in his 13<sup>th</sup> November 2023 memorandum, which are reproduced below:

*"First, section 3 of Mr Colegrave's report presents data from the CCC website that shows that in the last five years 14,475 dwellings were consented in Christchurch and that just over 60% of the new dwellings were multi-units and less than 40% standalone. Mr Colegrave's, assessment shows that just over 41% of all new dwellings over the last five years were located in greenfield (5,909 dwellings). Also that much of the new standalone dwellings (80%) are located in Christchurch greenfield. He compares this to the supply of 6,000 lots left in the greenfield areas of Christchurch, and he suggests that this shows that there is five years worth of supply remaining in Christchurch.*

*While he provides no analysis, he considers that there would need to be a large shift in demand such that the greenfield capacity in Christchurch will not run out in the long term. Mr Colegrave considers that 35% of new dwellings in Greater Christchurch were attached in the last five years and that a shift to 61%, which is required to achieve the GCP compact development pattern in the DSP, is "highly unlikely".*

*I have reviewed the latest dwelling consent data (release 30th October 2023), which shows that over the last 12 months in the Greater Christchurch urban environment that 58% of new dwelling consents were attached dwellings. This is an increase from 2021 when 35% of new dwellings were attached and the post-earthquake rate of less than 20%. There has been a consistent change in dwelling demand patterns over the last ten years. In my opinion, it is very likely that this trend will continue and that over the next 30 years the share of dwellings that are attached will exceed 61% and this may well occur in the coming decade.*

*Therefore, I disagree with Mr Colegrave's concerns, it is reasonable for the GCP to plan for this eventuality. I consider that many of the other issues which Mr Colegrave raises (impacts on competition, affordability, etc) in the remainder of this section (3.4-3.5) of the report stem from his unfounded belief that only a small share (35%) of new dwellings will be attached, and hence he finds that there is a need for more greenfield alternatives. Conversely, it is self-evident that a large and growing share of demand will be accommodated in attached housing, and mostly via intensification within the existing urban areas."*

After assessing both opinions and the information provided, we prefer the expert opinion of Mr Yeoman<sup>65</sup>. Overall, while we accept that some submitters have concerns about the extent, nature, and location of demand that has informed the dGCSP, we note that the most recent applicable HBA (which in itself is not part of the dGCSP) has been used to inform the FDS component of the dGCSP,

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<sup>64</sup> Appendix A of the Officers' Response

as directed in 3.14(1)(a) of the NPS-UD. While not forming part of the dGCSP itself, we are not persuaded that the HCA, which has informed the dGCSP, is inherently flawed such that the approach taken in the dGCSP should be fundamentally reconsidered. We therefore agree with Officers that no changes to the dGCSP are required in response to submissions questioning the demand predictions. We also endorse and adopt the recommendation of Officers to encourage the Partnership to foster greater collaboration with the development sector as well as providers of development infrastructure and additional infrastructure; and to explore improvements to the HCA beyond statutory requirements.

We also had a number of clarification questions of Officers and Mr Yeoman regarding the interpretation of Tables 2 & 4 of the dGCSP. This resulted in us requesting that Mr Yeoman, in conjunction with the Officers, provide suggested wording to add as footnotes to Tables 2 & 4 in the dGCSP, to provide greater clarity on these matters<sup>66</sup>.

### **Recommendations:**

No changes to the dGCSP are recommended in relation to this matter.

We recommend that the Partnership:

- fosters greater collaboration with the development sector as well as providers of development infrastructure and additional infrastructure; and
- explores improvements to the HCA beyond statutory requirements, including the content of submissions and the list of key work to be undertaken included in Table 50 of the HCA.

### **3.8.2 Assessing Housing Development Capacity**

As with demand modelling, various submitters also raised concerns that the HCA does not adequately assess the sufficiency of housing development capacity, with respect to both the type and amount of capacity assessed. As noted above, while this matter was traversed in the evidence from Mr Colegrave, this was responded to by Mr Yeoman. We accept the advice from Officers that the modelling of capacity inherently relies on assumptions, and that no model can be perfect<sup>67</sup>. While not forming part of the dGCSP itself, we are not persuaded that the HCA, which has informed the dGCSP, is inherently flawed such that the approach taken in the dGCSP should be fundamentally reconsidered.

We also note that the timing of the HCA reflects the context in which it was prepared, and therefore does not take into account subsequent changes that influence capacity, such as the changes proposed in PC14 to the Christchurch District Plan. We therefore agree with Officers that no changes to the dGCSP are required in response to submissions questioning the capacity assessment. We also endorse and adopt the recommendation of Officers to encourage the Partnership to foster greater collaboration with the development sector as well as providers of development infrastructure and additional infrastructure; and to explore improvements to the HCA beyond statutory requirements.

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<sup>66</sup> Pages 5-6 of the Further Response

<sup>67</sup> Section 4.8.3 of the Officers' Report

### Recommendations:

No changes to the dGCSP are recommended by the Panel in relation to this matter.

We recommend that the Partnership:

- fosters greater collaboration with the development sector as well as providers of development infrastructure and additional infrastructure; and
- explores improvements to the HCA beyond statutory requirements, including the content of submissions and the list of key work to be undertaken included in Table 50 of the HCA.

### 3.8.3 Level of Sufficiency

We accept the advice of Officers<sup>68</sup> that while the HCA found that there is insufficient development capacity over the long term for dwellings in the Selwyn District, there is an overall surplus in Greater Christchurch as a whole. We also accept that the demand projections and capacity estimates are likely to be conservative and that through the recent decisions on the Selwyn District Plan, additional capacity has also been added, reducing the shortfall. We agree with the Officers that the predicted shortfall is acknowledged in the dGCSP and that no changes to it are required.

We note that in response to our questions, Mr Yeoman recommended wording for a footnote be added to Table 2, providing further explanation around long-term capacity calculations. We consider this footnote to be a useful addition.

We also note that in their Further Response, Officers identified as error in Figure 9 and recommended that it be corrected with a new version<sup>69</sup>. We agree with updating Figure 9.

### Recommendations:

- a) Add the following footnote to Table 2 (page 59), linked to the 'Long term' column under 'Feasible capacity':

**The NPS-UD defines feasible capacity in the long term as either based on “commercially viable to a developer based on the current relationship between costs and revenue, or on any reasonable adjustment to that relationship”. In Table 2 the capacity in the medium and long term for Christchurch City is the same because the assessment only calculates the “current relationship”. This is a conservative approach, as development feasibility is likely to improve in the long term (30 years) which means that the amount of feasible capacity can be expected to be higher than shown in the table. For Selwyn and Waimakariri Districts, the assessments assume that historic trends continue into the long term. The capacity assessments also have to be undertaken every 3 years as a minimum, which will enable the assumptions to be reassessed.**

- b) Replace Figure 9 (page 59) with the figure set out in the Further Response.

<sup>68</sup> Section 4.8.4 of the Officers' Report

<sup>69</sup> Pages 7-8 of the Further Response



We recommend that the Partnership:

- fosters greater collaboration with the development sector as well as providers of development infrastructure and additional infrastructure; and
- explores improvements to the HCA beyond statutory requirements, including the content of submissions and the list of key work to be undertaken included in Table 50 of the HCA.

### 3.8.4 Business Development Capacity

We agree with the Officers' recommended response to submissions, which better aligns with the direction in the NPS-UD<sup>70</sup>.

#### Recommendations:

- a) Amend Direction 5.1 on pages 21, 66 and 68 as follows:

**At least** sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network.

### 3.8.5 Business Development Capacity Assessment

We have considered and accept the Officers' assessment of matters relating to business capacity<sup>71</sup>, noting in particular that the Business Capacity Assessment (**BCA**) concludes that there is sufficient industrial capacity in each Council and significant capacity existing across the Greater Christchurch area overall; and that broad locations for where longer-term industrial areas may be provided for are shown on the desired pattern of growth map in the dGCSP.

We also note that the BCA concludes that each Council has enough supply to meet the demand for commercial land in the next 10 years, but when looking over the long term there are shortfalls in Christchurch and Selwyn. However, since the BCA was undertaken additional commercial land has been zoned in the Waimakariri District Plan and partially operative Selwyn District Plan, while PC14 to the Christchurch City Plan proposes to significantly increase the development potential in existing commercial areas through increased heights. Additional capacity is also likely to be available in zones where commercial activity is enabled but not the focus of those zones; and through redevelopment of under-utilised sites.

The Panel also specifically asked for additional information on these matters and further information on the BCA was provided in the Officers' Response<sup>72</sup>. We note that the Officers have maintained their recommendations in relation to this matter after considering all submitter presentations and having obtained further advice from Formative<sup>73</sup>. We therefore accept the view of Officers that the HBC is sufficiently robust to guide the dGCSP, which in turn has appropriately identified broad locations of the desired pattern of growth, and on that basis, we agree with Officers' recommendations.

<sup>70</sup> Section 4.8.5 of the Officers' Report

<sup>71</sup> Section 4.8.6 of the Officers' Report

<sup>72</sup> Question 27, page 17 of the Officers' Response

<sup>73</sup> Appendix A of the Officers' Response

We also agree with them that there is no need for the dGCSP to specifically address specific types of business activities.

We note that in response to our questions, Mr Yeoman recommended wording for a footnote be added to Table 4, providing further explanation around long-term capacity calculations. We consider this footnote to be a useful addition.

**Recommendations:**

- a) Add the following footnote to Table 4 (page 68), linked to the 'Long term' column under 'Feasible capacity':

**The NPS-UD guidelines suggest that councils undertake a stock take of vacant land. The capacity shown in the table includes vacant capacity which is based on the most recent field surveys undertaken by each council. Also, the guidelines suggest that "larger, more urbanised areas could also investigate land not currently developed to its full potential". In Table 4 the capacity shown for Christchurch City only includes vacant capacity and does not include redevelopment potential. Plan Change 14 to the Christchurch District Plan will enable substantial redevelopment potential in Christchurch commercial zones, which is likely to alleviate the long-term shortfall. There is modelling underway to estimate the level of redevelopment potential that could be reasonably developable in the long term. For Selwyn and Waimakariri Districts, the assessments include redevelopment potential, which is based on the historic development levels occurring in the long term. The capacity assessments also have to be undertaken every 3 years as a minimum, which will enable the assumptions to be reassessed.**

- b) Amend Maps 2 and 14 (pages 23 and 70 respectively) to align with new / expanded business (industrial and commercial) areas that were rezoned by the partially operative Selwyn District Plan.

### 3.8.6 Monitoring and Development Capacity

We agree with Officers that it is appropriate for the dGCSP to acknowledge the monitoring requirements of the NPS-UD<sup>74</sup>.

**Recommendations:**

- a) Add the following sentence to the first paragraph under the 'Monitoring' section (page 82):

The progress made on the work programme will be reported bi-annually to **the Greater Christchurch Partnership Committee** Whakawhanake Kāinga Komiti. **The partnership must also undertake monitoring as required by the National Policy Statement on Urban Development which will inform future development capacity assessments.**

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<sup>74</sup> Section 4.8.7 of the Officers' Report

## 3.9 Priority Areas

### 3.9.1 Identified Priority Development Areas in the dGCSP

We accept the response provided by Officers in relation to submissions on the Priority Development Areas (PDAs) identified in the dGCSP<sup>75</sup>. From this, we understand that:

- PDAs are areas where growth and development is anticipated to occur in an accelerated manner and at scale. As such, they are areas that require a focussed and coordinated effort, across multiple agencies, to inform, prioritise and unlock investment, and drive collective accountability. In particular, identification of PDAs provide a mechanism to help progress complex and/or significant development opportunities.
- Identification of PDAs within the dGCSP can provide a focus in the Urban Growth Partnership to enable the long-term development and overcome some of the issues faced in enabling more and accelerated intensification.
- Additional PDAs may be identified in future, as challenges and opportunities change or evolve. This includes the area South of Moorhouse Avenue, which requires further investigation before being identified as a PDA, including potential timing issues associated with focusing on this additional area before the Central City PDA is more advanced in its implementation.
- PDAs do not preclude development opportunities and investment occurring in other locations, but in other areas, growth is expected to occur in a ‘business as usual’ way.

Ultimately, we agree with the recommendation of the Officers to retain the PDAs proposed in the dGCSP, and the reasons for this.

#### **Recommendations:**

No changes to the dGCSP are recommended in relation to this matter.

### 3.9.2 Identification of Eastern Christchurch as a Priority Area

Eastern Christchurch is identified as a Priority Area, rather than a Priority Development Area, in the dGCSP. We sought further advice from the Officers in relation to the definition of ‘Priority Area’, and the distinction between ‘Priority Areas’ and PDAs. In response, Officers noted that while there is not intended to be a focus on growth in Eastern Christchurch (which there is in the PDAs), it was identified as an area which required some focus and attention, including the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience<sup>76</sup>.

We understand that growth in this broad area is not precluded, but that there are constraints to further growth in parts of it (as identified in Map 7 in particular). The focus on it as a Priority Area is therefore not to accelerate growth, but instead to support this area and work in partnership with

<sup>75</sup> Section 4.9.1 of the Officers’ Report

<sup>76</sup> Question 23, pages 17-19 of the Officers’ Report

the community to adapt to the impacts of climate change and to strengthen resilience. We also accept that there are benefits in identifying this area as a priority area, in order for investment to be agreed between partners through the joint work programme resulting from the dGCSP.

However, within the notified drafting of the dGCSP, 'Priority Area' is used to define both the collective areas (including PDAs, Eastern Christchurch, and Priority Areas arising from Te Tiriti Partnership), as well as being used to describe Eastern Christchurch on its own. Throughout the Plan, the discussion relating to 'Priority Areas' is therefore confusing as to when the collective or individual area is being described. We therefore recommend that these areas continue to collectively be referred to as 'Priority Areas', but that Eastern Christchurch is referred to as a 'Priority Regeneration Area' (PRA). In order to be clearer about the distinction between PDAs and PRAs, we recommend that within the section describing these areas (pages 42-43), they are separated out, rather than both being discussed in the sub-section currently titled 'Priority Areas arising from technical evaluation'.

While we endorse identification of Eastern Christchurch as a PRA, we consider that it is important to draw out that development is anticipated and suitable in some parts of this broad area, (acknowledging the constraints in other parts), and noting that this area contains important assets, particularly recreational ones. It is particularly important that this area is not neglected due to the natural hazards constraints. We therefore recommend that this is captured in the text of the dGCSP, rather than focussing only on climate change adaption and resilience.

In addition to updating Map 4 to reflect the above, we also recommend that the colours are updated so better distinguish between the PDAs and the PRA, and a minor change is made to the key term to link to Table 1.

### Recommendations

- a) Amend the sub-section 'Priority Areas arising from technical evaluation' (on page 34-35) as follows:

#### **Priority Development Areas** ~~arising from technical evaluation~~

The Priority **Development** Areas **have been** identified through technical evaluation **and** include areas that offer significant opportunities for change in Greater Christchurch. This includes accelerated urban development at the right scale, ~~environmental change to enhance resilience; or~~ **and** exemplar projects that ~~will reduce harm,~~ encourage behaviour change or **which can** be a catalyst for private investment.

Priority Development Areas provide the opportunity to accelerate development in locations that will support the desired pattern of growth.

#### **Priority Regeneration Area**

Eastern Christchurch has ~~also~~ been identified as a Priority **Regeneration** Area. **This is**, ~~rather than a Priority Development Area,~~ to recognise the need for a partnership approach to:

- **maximise opportunities for regeneration of housing and business areas in appropriate locations;**
- **improve accessibility to this area, including its significant recreational assets; and**
- support this area to adapt to the impacts of climate change and to strengthen resilience.

The broad locations of Greater Christchurch's Priority Areas is shown in *Map 4*. Further work is required to define the extent and description of some of these areas.

- Delete the heading 'Priority Areas arising from technical evaluation' from Table 1 (on page 35), and amend the title of the column which 'Eastern Christchurch area' is listed in to read 'Priority **Regeneration** Area'.
- Amend the legend in Map 4 (page 36) as follows:
  - Replace 'Priority Development Areas Arising from Technical Assessment' with 'Priority Development Areas'
  - Replace 'Priority Area - Eastern Christchurch Area' with 'Priority Regeneration Area'
- Amend the colours used in Map 4 (page 36) to better distinguish between the 'Priority Development Areas and the Priority Regeneration Areas.
- Amend the key term for 'Priority Areas' (page 7) as follows:

... It is important to note that if an area is not a 'Priority Area' through this process, it does not mean that it may not become one at a later date. The list of Priority Areas can change and be re-prioritised as challenges and opportunities change or evolve. It also does not mean that development, partnership and investment in areas outside of a Priority Area cannot occur. **The currently identified Priority Areas are set out in Table 1.**

In addition to changes recommended to the dGCSP itself, we recommend that the Partnership working together in tandem with the Canterbury Regional Transport Committee ensure that the PT Futures Programme considers strengthening public transport connections to the east.

### 3.9.3 The Process to come for identified Priority Areas

We accept the information provided by Officers regarding the intended next steps for Priority Areas, noting that this will form part of the implementation of the dGCSP<sup>77</sup>.

#### Recommendations:

No changes are recommended in relation to this matter.

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<sup>77</sup> Section 4.9.3 of the Officers' Report

## 3.10 Infrastructure

### 3.10.1 Protection of Strategic Infrastructure

We agree with Officers<sup>78</sup> that the key strategic infrastructure which is identified spatially on Map 9 represents important regional or national assets and that there is a need to ensure that development does not adversely affect its efficient operation, use, development, appropriate upgrade, and future planning. We also agree that while the avoidance of activities may be required in some circumstances to achieve this, in other cases the operation of strategic infrastructure can be appropriately provided for through the careful management of development. We therefore support recommended changes to the wording of the dGCSP which aligns with this.

We agree with the other changes recommended by Officers for the reasons given<sup>79</sup>, as well as their further recommendation to include the airport symbol in the legend on Maps 9 & 15<sup>80</sup>. The exception to this is that we do not consider there is any particular benefit in moving Map 9 so that it sits after Map 5, so we have not adopted this recommendation.

#### Recommendations:

- a) Amend Map 5 (page 40), as follows:
  - Identify Lyttelton Port and the inland ports
  - Identify National Grid assets
  
- b) Amend text under ‘Protecting strategic infrastructure’ (page 49) as follows:
 

Urban development should be ~~avoided~~ **carefully managed** around strategic infrastructure, to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of this infrastructure. Key strategic infrastructure in Greater Christchurch includes Christchurch Airport, the Port of Lyttelton, the inland ports at Rolleston and Woolston, state highway and rail corridors, **the National Grid** and the electricity transmission **and distribution** network (see Map 9).
  
- c) Amend the title of Map 9 (page 49) to ‘**Key** strategic infrastructure’.
  
- d) Amend Map 9 (page 49) as follows:
  - Correctly show the National Grid
  - Differentiate between the National Grid assets and electricity distribution network assets
  - Show locations of prisons
  - Show the location of the Lyttelton Port Company City Depot inland port
  - Show location of military bases
  - Remove Woodford Glen Speedway and Ruapuna Raceway

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<sup>78</sup> Section 4.10.1 of the Officers’ Report

<sup>79</sup> Section 4.10.1 of the Officers’ Report

<sup>80</sup> Pages 5-6 of the Officers’ Response

e) Amend Direction 5.3 (pages 21, 66 and 71) as follows:

5.3 Provision of strategic infrastructure that is resilient, efficient, **integrated**, and meets the needs of a modern society and economy.

f) Amend Map 15 (page 75) to add port notations to map legend.

g) Amend Maps 9 and 15 (pages 49 and 75) to include the airport symbol in the legend.

### 3.10.2 Airport Noise Contours

The Panel notes that some submitters sought changes to the airport noise contours shown on Maps 5 and 9 in the dGCSP. We heard from a range of submitters and experts on this request, from parties generally opposed to the noise contours, and also from Christchurch International Airport Limited (**CIAL**), who are seeking that new updated noise contours be included in the Spatial Plan. During the hearing the Panel asked the Officers for further advice on two matters. The first related to the ability to update the GCSP following the signalled upcoming review of the CRPS, relating to matters such as the airport noise contours. The second related to whether (after considering the submissions and evidence presented to the hearing) the updated noise contours proposed by CIAL should be included in the finalised Spatial Plan. In response the Officers' confirmed to the Panel that the dGCSP commits to a review every five years, and confirming that:

*Officers have recommended that additional wording is inserted into the Monitoring section of the GCSP, to clarify that a review of the Future Development Strategy component of the Spatial Plan will be undertaken every three years as per clause 3.13(1) of the NPS-UD. It is considered that significant changes and / or information, including those associated with the review of the regional planning framework, will be a determining factor as to whether an update to the Future Development Strategy component of the Spatial Plan is required.*

In response to the second question the Officers' advised:

*As set out in the Officers' Report (Section 4.10.2), the noise contours are being reviewed as part of the review of the Canterbury Regional Policy Statement, due for notification in December 2024. It remains our view that the Regional Policy Statement review is the most appropriate process to consider, test, and determine changes to the spatial extent of the operative contours and the associated policy framework. We consider that the updated contours would only become 'proposed' when they are notified within the revised Regional Policy Statement. The updated contours, and any changes to the associated policy framework, can then be reflected in the Spatial Plan / Future Development Strategy through the review cycle (as detailed in response to Question 6 above), as well as district plans.*

Following a thorough review of all the submissions for and against adding in the new modelled contours sought by CIAL, we agree with the responses provided by Officers<sup>81</sup> which note that the

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<sup>81</sup> Section 4.10.2 of the Officers' Report

contours on the dGCSP maps reflect those set out in the operative CRPS and district plans. We agree that that appropriate planning process to determine any changes to these contours, given their critical importance for future land use planning in the Greater Christchurch area is through the review of the CRPS, where its geographic extent and what that extent is based on, can be tested through the formal Schedule 1 process under the RMA, including via submissions, further submissions, and technical information and evidence from a wider range of parties than just Professor Clark.

We consider it important to note that the dGCSP represents a point in time, based on the current constraints which have been identified in statutory plans. The dGCSP provides direction around how constraints are responded to in planning for growth, and will equally apply in future to new or updated constraints which are identified in future statutory planning processes. In future, when the noise contours are updated, the direction in the dGCSP will apply to those contours. We do however agree with the recommendations to add explanations relating to the review to the relevant parts of the dGCSP to provide greater clarity.

**Recommendations:**

- a) Amend the third bullet point under ‘Related planning processes currently underway’ (page 17) as follows:

Canterbury Regional Council is reviewing the regional planning framework for Canterbury. A new Regional Policy Statement is expected to be notified at the end of 2024. This process seeks to align the regional planning framework with national direction such as the National Policy Statement for Freshwater Management 2020, including Te Mana o te Wai. It also Regional Policy Statement, which includes a review of the ~~airport~~ noise contours relating to Christchurch International Airport, mapping of highly productive land, and development of ~~developing~~ significance criteria for new greenfield areas, ~~as well as the Regional Coastal Environment Plan and the Land and Water Regional Plan~~. This review will also continue to consider, and direct, how to manage urban growth in balance with activities that occur in the rural environment.

- b) Add text under the heading ‘Protecting strategic infrastructure’ (page 50) as follows:

The noise contours relating to Christchurch International Airport as shown on Map 9 represent the contours operative in the Canterbury Regional Policy Statement 2013. As part of the review of the Canterbury Regional Policy Statement, an update of the airport noise contours was completed by Christchurch International Airport Limited and independently peer reviewed by a panel of experts appointed by the Regional Council. In June 2023 a final set of remodelled air noise contours was made publicly available in a report published by Christchurch International Airport Limited. The updated noise contours will be a key input to the review of the Regional Policy Statement, and this is the process by which changes to the spatial extent of the operative contours and the associated policy framework will be considered.





### 3.11 Joint Work Programme / Implementation

#### 3.11.1 Partnerships

We agree with Officers' consideration of submission points relating to partnerships that are required as part of the implementation of the dGCSP, as directed through the Joint Work Programme on pages 90-91<sup>82</sup>. However, we have identified that in relation to the 'Priority Areas' and 'Economic Development Plan' actions/initiatives, that reference should also be made to relevant crown partners, as there are government agencies and ministries that are not part of the urban growth partnerships, but who should be involved in supporting these actions/initiatives.

##### Recommendations:

- a) Amend the 'Supporting Agencies' column within the 'Priority Areas' row of the joint work programme on page 79 as follows:  
  
Urban Growth Partners, **Relevant Crown Partners**, Developer Sector
- b) Amend the 'Supporting Agencies' column within the 'Economic Development Plan' rows of the joint work programme on page 80 as follows:  
  
Urban Growth Partners, **Relevant Crown Partners**, Economic Development Agencies, Canterbury Employers Chamber of Commerce, Tertiary Education Providers

#### 3.11.2 Tools and Incentives

We agree with Officers' consideration of submission points<sup>83</sup> relating to those mechanisms, tools and incentives that will be required to help implement the dGCSP. We note that a range of tools will be required and agree that it is appropriate that these are broadly identified in the dGCSP, rather than trying to provide an exhaustive list.

##### Recommendations:

No changes are recommended in relation to this matter.

#### 3.11.3 Other Matters

There is a need to update the 'Joint work programme' section of the dGCSP to refer to the GCPC, rather than the Whakawhanake Kāinga Komiti.

##### Recommendations:

- a) Amend the fourth paragraph under the 'Joint work programme' on page 78 as follows:  
  
The ~~Whakawhanake Kāinga Komiti~~ **Greater Christchurch Partnership Committee** will receive biannual updates on the progress of the joint work programme.

<sup>82</sup> Section 4.11.1 of the Officers' Report

<sup>83</sup> Section 4.11.2 of the Officers' Report

## 3.12 Evidence base

### 3.12.1 Huihui Mai

We agree with Officers comments and recommendations in relation submission points made in relation to Huihui Mai<sup>84</sup>.

#### Recommendations:

No changes are recommended in relation to this matter.

### 3.12.2 Population

We accept the Officers' explanations<sup>85</sup> regarding the population projections which have informed the dGCSP. We note, in particular their comment that all population projections have uncertainty because the future is inherently uncertain, but note that the projections are based on Stats NZ estimates and assumptions. We agree with the changes that the Officers have recommended to provide better clarity on the definition of Greater Christchurch, and to ensure that the population figures included in the dGCSP correspond with the area of Greater Christchurch; and to be clearer that the population figure of 1 million is not associated with a particular timeframe.

#### Recommendations:

The dGCSP should be amended to

- a) Insert Greater Christchurch as a key term (page 6) in the dGCSP to provide a simplified description of Greater Christchurch, as follows:

**Greater Christchurch is described in detail in the Greater Christchurch Spatial Plan, however it is generally understood as the area covering the eastern parts of Waimakariri and Selwyn Districts Councils and the metropolitan area of Christchurch City Council, including the Lyttelton Harbour Basin. It includes the towns of Rangiora, Kaiapoi and Woodend/Pegasus to the north and Rolleston, Lincoln and West Melton to the south-west. The extent of Greater Christchurch is shown on Map 2 of the Greater Christchurch Spatial Plan.**

- a) Amend the first paragraph in the 'Introduction' on page 8 as follows:

Over the past 15 years, **Greater** Christchurch ~~and its surrounding towns have~~ **has** grown rapidly **to a population of around half a million**. By 2050, ~~more than~~ **up to** 700,000 people ~~are projected to~~ **could** be living in Greater Christchurch – ~~340%~~ **more than** there are today, with the population potentially doubling to 1 million people **in the future**. ~~within the next 60 years, if not earlier.~~

<sup>84</sup> Section 4.12.1 of the Officers' Report

<sup>85</sup> Section 4.12.2 of the Officers' Report

- b) Amend paragraph 7 in the 'How Greater Christchurch has grown' section on page 13 as follows:

Greater Christchurch's population ~~exceeds~~ **of around** half a million people ~~which~~ represents more than 80 percent of the Waitaha / Canterbury population and almost half of the Te Waipounamu / South Island population.

- c) Amend the 'Looking to the future' section on page 19 as follows:

The latest projections from Stats NZ indicate Greater Christchurch's population ~~will~~ **could** grow from a population of approximately ~~530,000~~ **half a million** to ~~more than~~ **around** 700,000 by 2051. ~~This is around 170,000 more people and 77,000 more households.~~

If Greater Christchurch was to grow at the rate seen over the last 15 years, then it could reach a population of 700,000 within the next ~~25 to~~ 30 years and **in time** one million ~~within the next 60 years~~, doubling the size of today's population.

### 3.12.3 National Policy Statement on Urban Development 2020

Several submitters contend that the dGCSP does not give effect to the NPS-UD, including that it does not meet the requirements of an FDS under the NPS-UD.

We accept the advice of Officers<sup>86</sup> that:

- The dGCSP sets out how the Partnership intends to achieve a well-functioning urban environment (as required under the NPS-UD) for Greater Christchurch in relation to both existing, as well as future, urban areas.
- Map 14 of the dGCSP spatially identifies the broad locations of housing and business development capacity over the long term, as required under clause 3.13(2)(a) of the NPS-UD.
- As noted earlier, we do not share the concerns of some submitters that the capacity assessments overestimate capacity and underestimate demand. Therefore, we do not consider this to be a reason to identify additional locations for further capacity.
- The broad locations include new/expanded industrial areas, growth around the network of urban and town centres, growth around corridors existing urban areas, operative private plan changes and approved plan changes not yet operative which provide for additional development, and future urban development areas.
- The broad areas spatially identified in Map 14 are a response to the identified long-term shortfalls, and as directed in the dGCSP, will be supplemented by exploring improving the feasibility of intensification, especially around centres and public transport routes, and increasing minimum densities for new greenfield areas. This reflects that a significant amount of plan-enabled supply is not reasonably developable or commercially feasible in the long term without intervention.

<sup>86</sup> Section 4.12.3 of the Officers' Report

- Spatial identification of the development infrastructure and additional infrastructure required to support or service that development capacity, along with the general location of the corridors and other sites required to provide it (Clause 3.13(2)(b) of the NPS-UD) is satisfied by Maps 2, 3, 9, 10, 14 and 15, acknowledging that the dGCSP does not spatially identify a complete set of development infrastructure and additional infrastructure because it reflects what is practical and appropriately considered at the spatial scale of the CGSP, and what is appropriate to defer to subsequent implementation processes.
- Figure 5 of the dGCSP outlines (in terms of clause 3.14 of the NPS-UD) what has informed the dGCSP. We also note the recommendations by Officers to the section on delivering on national direction to better reflect the requirements of clause 3.14, and to align this section with what is depicted in Figure 5.
- Changes are recommended to align with the requirement in the NPS-UD for the FDS component of the dGCSP to be reviewed every three years; and to distinguish this from the review of the broader dGCSP which is to be undertaken every five years.
- The dGCSP does not in itself contain an implementation plan for the FDS, as this is not required to be contained within the FDS itself. However, the monitoring section of the dGCSP (page 92) refers to the partnership establishing an implementation plan, which will satisfy this aspect of the NPS-UD.

In addition to the above, given the challenges made by submitters to the FDS components of the dGCSP, (including through legal submissions and expert planning evidence,) the Panel requested that legal advice be obtained regarding whether the dGCSP meets the requirements of the NPS-UD.

This advice<sup>87</sup> concluded that the FDS component of the dGCSP does spatially identify the broad locations in which development capacity will be provided over the long term, in both existing and future urban areas, in accordance with clause 3.13 of the NPS-UD, because while it only provides limited future greenfield development (including already zoned areas), it identifies other areas which are a focus for growth through intensification. It further notes that Clause 3.13(2)(a) does not require the areas that are provided to meet future development capacity to be greenfield areas and specifically anticipates that the capacity may be able to be provided through further development of existing urban areas.

While we accept that submitters may have anticipated the identification of additional greenfield areas in the dGCSP (following the identification of Greenfield Priority Areas and Future Urban Development Areas in previous spatial planning processes) we accept the legal advice that this is not a requirement under the NPS-UD. Overall, we are satisfied that the broad locations identified in Map 14 identify where sufficient development capacity will be provided to meet the anticipated long-term demand.

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<sup>87</sup> <https://greaterchristchurch.org.nz/assets/Documents/greaterchristchurch-/Draft-GCSP/Memorandum-of-advice-on-FDS-compliance-with-cl-3.132a-NPS-UD6959891.1.pdf>

Overall, considering the above, the Panel agrees with the recommendations of Officers and reasons for them. With respect to the additional references to the review of the FDS component of the plan, the Panel recommends that reference to this being a requirement of the NPS-UD is added.

**Recommendations:**

- a) Amend the last paragraph in the 'Joint work programme' section on page 78 as follows:

The plan will be reviewed and updated (as needed) every five years. **In accordance with the National Policy Statement on Urban Development 2020, the Future Development Strategy component of the plan will be reviewed and updated (as needed) every three years.**

- b) Amend the 'Monitoring' section on page 82 as follows:

This will ensure that future iterations of the plan can respond to changing demographic, social, economic and cultural factors. **In accordance with the National Policy Statement on Urban Development 2020, the Future Development Strategy component of the plan will be reviewed every three years following the preparation of the latest Housing and Business Development Capacity Assessment.**

- c) Amend the legend of Maps 2 and 14 (pages 23 and 70 respectively) 'growth around central city, centres and corridors' to correspond to the symbology on the maps.
- d) Amend Maps 2 and 14 (pages 23 and 70 respectively) to reflect resultant changes and the status of private plan changes, district plan reviews, IPIs and referred projects under the COVID-19 Recovery (Fast-track Consenting) Act 2020.
- e) Add the following to the second paragraph under Direction 4.3 (page 60):

...more at incentivisation, partnerships and investment. **A broad range of statutory and non-statutory tools will be relied upon for improving the feasibility of intensification to support the desired pattern of growth.**

- f) Amend the 'Purpose' column of the 'Statutory tools' and 'Non-statutory tools' actions/initiatives (page 80) as follows:

To assess, propose and implement the suite of statutory tools that will give effect to the Spatial Plan, **improve the feasibility of intensification**, and enable delivery of the joint work programme.

- g) Amend the section on 'Delivering on national direction' (page 15) as follows:

**The Spatial Plan satisfies the requirements of a future development strategy under the National Policy Statement on Urban Development. This includes setting out how well-functioning urban environments will be achieved, and how sufficient housing and business development capacity will be provided to meet expected demand over the next 30 years.**

Relevant national ~~policy direction~~ **that has informed the Spatial Plan** includes the ~~National Policy Statement on Urban Development~~, Government Policy Statement on Housing and Urban Development, Government Policy Statement on Land Transport, the Emissions Reduction Plan, and ~~every other~~ national policy statements ~~relating to highly productive land and freshwater management~~ **under the Resource Management Act 1991**.

~~The Spatial Plan satisfies the requirements of a future development strategy under the National Policy Statement on Urban Development. This includes setting out how well-functioning urban environments will be achieved, and how sufficient housing and business development capacity will be provided to meet expected demand over the next 30 years.~~

- h) Amend Figure 5 'Planning context for the Spatial Plan' (page 17) to include two new boxes containing the text "Evidence Base" and "Engagement and Consultation" as matters that the dGCSP has been informed by.

### 3.13 Other Feedback

#### Submissions

We agree with Officers that the matter identified in the 'Other Feedback' section are either addressed in other parts of their report, or do not relate to matters that necessitate changes to the dGCSP<sup>88</sup>.

#### 3.13.1 Consideration of Religious Communities

We agree with the Officers reasons for, and recommendation to include additional reference to religious activities in the dGCSP under the text relating to Direction 4.5<sup>89</sup>.

#### Recommendations:

- a) Amend the first paragraph under 'Community facilities and open, green and public spaces' on page 64 as follows:

Community facilities contribute to strong, healthy and vibrant communities by providing spaces where residents can connect, socialise, learn and participate in a wide range of social, cultural, religious, art and recreational activities.

#### Report Signed on Behalf of the Hearing Panel:



**Stephen Daysh - Chair**

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<sup>88</sup> Section 4.13 of the Officers' Report

<sup>89</sup> Section 4.13.1 of the Officers' Report



## 4. Appendices

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## **Schedule 1 – Submitters who appeared**

The following submitters spoke to the Hearing Panel regarding their submissions.

### **Thursday 26 October 2023 at Christchurch City Council Chambers**

- Oliver Boyd, Summerset Group Holding Limited, submission #171
- Rebecca Parish and Alex Booker for Foodstuffs (South Island) Properties Limited, submission # 329
- Ryan Geddes and Alex Booker for Birchs Village Limited and WDL Enterprises Limited, submission #327
- Graeme McCarrison for Spark, Chorus, OneNZ, FortySouth and Connexa, submission #222
- Hannah Marks, Richard Moylan and Kate Beetham for Orion Group Limited, submission #336
- Anne Scott for Spokes Canterbury, submission #351
- Anne Scott, submission #175
- Chessa Crow, submission #27

The hearing adjourned at 12.32 pm and reconvened at 2.00 pm.

- Selena Combe and Jackie Howard for Styx Living Laboratory Trust, submission #295
- David Hawke for Halswell Residents Association, submission #301
- Humphrey Tapper for the Tapper Family Trust, submission #330

The hearing adjourned at 2.44 pm and reconvened at 3.17 pm.

- Benjamin Love, submission #300
- David Lawry, submission #149
- Fiona Bennetts, submission #297

### **Friday 27 October 2023 at Waimakariri District Council Chambers**

- Holly Luzak for CVI Projects Limited, submission #155
- Lynda Murchison for NZ Pork, submission #342
- Martin Pinkham, submission #263

### **Friday 27 October 2023 at Christchurch City Council Chambers**

- Ross Hebblethwaite on behalf of Paul Byrant, submission #198
- Joanne Zervos, submission # 271
- Joe Davis and Brendon Harre, submissions #127 and #258
- David Ivory, submission #156
- Tim Lindley, submission #272
- Alan Grey, submission #364
- Robina Dobbie, submission #281
- Joe Holland, submission #291
- Robina Dobbie for Leanne Farrar, submission #255
- Paul McMahan, Chairperson of Waitai Coastal-Burwood-Linwood Community Board, submission #352

**Monday 30 October 2023 at Selwyn District Council Chambers**

- James Riddoch and Sandamali Ambepitiya for Property Council New Zealand, submission #201
- Ross Houlston and Mike Mora for The Greater Hornby Residents Association, submission #359
- Tim Carter for Carter Group Limited, submission #331
- Andrew Mactier for Fletcher Living Limited, Hughes Development Limited and Danne Mora Limited, submissions #339, 340 and 362
- Donna Gillatt, submission #200
- Andrew Schulte for Hill Streets Limited, submission #184
- Rebekah Couper-Wain, submission #282
- Don Babe, submission #104
- Ian McIntosh, submission #235

**Thursday 2 November 2023 at Christchurch City Council Chambers**

- Paul Francis for Opal Consortia, submission #287
- David Duffy for Richmond Residents' and Business Association, submission #363
- Anne Dingwall and Dr Chris Kissling for Christchurch Civic Trust, submission #274
- Felicity Hayman for Christchurch International Airport Limited, submission #218
- Holly Luzak for Cashmere Park Ltd, Hartward Investment Trust & Robert Brown, submission #196

The hearing adjourned at 10.36 am and reconvened at 10.48 am.

- Brigitte McKenzie-Rimmer and Brooke McKenzie for Landowners Group, submission #260
- Adele Radburnd for Christchurch NZ, submission #202
- Sarah Eveleigh and Fraser Colegrave for Infinity Investment Group Holdings Limited, submission #326
- Chris Ford for Disabled Persons Assembly (NZ) Inc, submission #302
- Garreth Hayman for Doppelmayr NZ Limited, submission #219
- Christopher Kissling, submission #203
- George Laxton, submission #199
- Dianne Downward, submission #234
- Georgia Brown for Ross Clarke, submission #240

The hearing adjourned at 1.05 pm and reconvened at 2.00 pm

- Margo Perpick and Fraser Colegrave for Arumoni Developments Limited, submission #210
- Margo Perpick for Momentum Land Limited, submission #347
- Maro Perpick and Brian Putt for Balance Developments Limited, submission #348
- Margo Perpick and Greg Gaba, submission #214
- Drucilla Kingi-Patterson, submission #115
- Ingrid Mesman, submission #212
- Ann Satterthwaite for Leslie McAuley, submission #206
- Colin Meurk for Creative Transitions to Sustainable Futures, submission #80
- Davinia Sutton, submission #217
- Margo Perpick and John Paul Clark for Momentum Land Limited, submission #347

**Friday 3 November 2023 at Christchurch City Council Chambers**

- Fiona Aston for Red Spur Limited, submission #314
- Fiona Aston for Cockram Premises Limited, submission #320
- Fiona Aston for Survus Consultants, submission #321
- Fiona Aston and Sarah Eveleigh for Miles Premises Limited, submission #313
- Fiona Aston and Sarah Eveleigh for Equus Trust, submission #306
- Phil de Joux and Crystal Lenky for Lyttelton Port Company Limited, submission #332

The hearing adjourned at 10.54 am and reconvened at 11.03 am.

- Fiona Aston for Richard and Geoff Spark, submission #310
- Fiona Aston and Andrew MacAllister for Andrew MacAllister and Robbie McIlraith, submissions #318 and #311
- Fiona Aston for Rob Nicol, submission #308
- Jane McKenzie, submission #298
- Mary Hobbs, submission #369

The hearing adjourned at 12.37 pm and reconvened at 1.15 pm.

- Emma Norrish (Chairperson) for Waipapa Papanui-Innes-Central Community Board, submission #187
- Helen Broughton (Chairperson) for Waipuna Halswell-Hornby-Riccarton Community Board, submission #343
- Callum Ward (Chairperson) for Waihoru Spreydon-Cashmere-Heathcote Community Board, submission #303
- Gordon Malcolm on behalf of Paul Hill, submission #169
- Patricia Harte for Urban Estates Limited, submission #304
- Margo Perpick & John Paul Clark for Momentum Land Ltd, submission #347

**Saturday 4 November 2023 at Rehua 226, University of Canterbury**

- Selwyn Youth Council, submission # 176
- Waimakariri Youth Council, submission #335
- Rolleston College, submissions #167, 168, 188 and 189

The hearing adjourned at 11.38 am and reconvened at 12.26 pm.

- Papanui High School, submission #191
- Kaiapoi High School, submission #190

## Appendix 1 – Recommended Changes to the draft Greater Christchurch Spatial Plan

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
2-7	Delete the 'Have your say' and 'Huihui Mai Engagement – what we heard' sections that explained how to be involved and summarises the results of the online survey of the Huihui Mai engagement.	3.1.2
9	Update contents page to reflect recommended changes to titles.	N/A - Consequential to other recommendations
10	<p>Insert Greater Christchurch as a key term in the dGCSP to provide a simplified description of Greater Christchurch, as follows:</p> <p><b><u>Greater Christchurch is described in detail in the Greater Christchurch Spatial Plan, however it is generally understood as the area covering the eastern parts of Waimakariri and Selwyn Districts Councils and the metropolitan area of Christchurch City Council, including the Lyttelton Harbour Basin. It includes the towns of Rangiora, Kaiapoi and Woodend/Pegasus to the north and Rolleston, Lincoln and West Melton to the south-west. The extent of Greater Christchurch is shown on Map 2 of the Greater Christchurch Spatial Plan.</u></b></p>	3.12.2
10	<p>Amend the key term for 'Green Belt' as follows:</p> <p>A green belt is a planning tool used to maintain areas of green space around urban areas, often acting as a <del>buffer</del> <b><u>transition</u></b> between urban and rural areas.</p>	3.4.5
11	<p>Amend the key term for 'Priority Areas' as follows:</p> <p>... It is important to note that if an area is not a 'Priority Area' through this process, it does not mean that it may not become one at a later date. The list of Priority Areas can change and be re-prioritised as challenges and opportunities change or evolve. It also does not mean that development, partnership and investment in areas outside of a Priority Area cannot occur. <b><u>The currently identified Priority Areas are set out in Table 1.</u></b></p>	3.9.2
13	Amend the first paragraph in the 'Introduction' as follows:	3.12.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	Over the past 15 years, <b>Greater</b> Christchurch <del>and its surrounding towns have</del> <b>has</b> grown rapidly <b>to a population of around half a million</b> . By 2050, <del>more than</del> <b>up to</b> 700,000 people <del>are projected to</del> <b>could</b> be living in Greater Christchurch – <del>340%</del> <b>340%</b> more than there are today, with the population potentially doubling to 1 million people <b>in the future</b> . <del>within the next 60 years, if not earlier.</del>	
13	Amend paragraph 5 of the 'Introduction' as follows: Its <del>key</del> <b>overarching</b> directions include a focus on targeted intensification in centres and along public transport corridors...	3.5.5
14	Amend the Vision Statement to read as follows: The Spatial Plan seeks to deliver on the collective community aspirations for the future of Greater Christchurch – as a place <del>that supports the wellbeing of residents both now and for generations still to come</del> <b>where the interrelationship between people and nature underpins a focus on intergenerational wellbeing, and positions Greater Christchurch to be a place that supports the wellbeing of generations still to come.</b>	3.1.1
19	Amend Paragraph 4 in the 'How Greater Christchurch has grown' section as follows: The <del>introduction</del> <b>increased ownership</b> of private cars during the middle of the 20 <sup>th</sup> century also enabled the urban area to develop beyond the inner city....	3.1.2
19	Amend paragraph 5 in the 'How Greater Christchurch has grown' section as follows: ...It resulted in the permanent displacement of whole neighbourhoods in the eastern areas of Christchurch and in Kaiapoi, and demolition of many buildings in Christchurch's Central City. <b>This included demolition of a significant number of Heritage Listed buildings.</b>	3.1.2
19	Amend paragraph 7 in the 'How Greater Christchurch has grown' section as follows: Greater Christchurch's population <del>exceeds</del> <b>exceeds of around</b> half a million people, <del>which</del> represents more than 80 percent of the Waitaha / Canterbury population and almost half of the Te Waipounamu / South Island population.	3.12.2
22-23	Amend the section on 'Delivering on national direction' as follows:	3.12.3

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<p><b><u>The Spatial Plan satisfies the requirements of a future development strategy under the National Policy Statement on Urban Development. This includes setting out how well-functioning urban environments will be achieved, and how sufficient housing and business development capacity will be provided to meet expected demand over the next 30 years.</u></b></p> <p>Relevant national <b>policy</b> direction <b>that has informed the Spatial Plan</b> includes the <del>National Policy Statement on Urban Development</del>, Government Policy Statement on Housing and Urban Development, Government Policy Statement on Land Transport, the Emissions Reduction Plan, and <del>every other national policy statements relating to highly productive land and freshwater management</del> <b>under the Resource Management Act 1991.</b></p> <p><del>The Spatial Plan satisfies the requirements of a future development strategy under the National Policy Statement on Urban Development. This includes setting out how well-functioning urban environments will be achieved, and how sufficient housing and business development capacity will be provided to meet expected demand over the next 30 years.</del></p>	
24	<p>Amend Figure 5 ‘Planning context for the Spatial Plan’ by:</p> <ul style="list-style-type: none"> <li>- replacing ‘Give effect to’ with ‘<b>Had regard to in</b>’; and</li> <li>- including two new boxes containing the text “Evidence Base” and “Engagement and Consultation” as matters that the dGCSP has been informed by.</li> </ul>	3.1.2 and 3.12.3
25	<p>Amend the third bullet point under ‘Related planning processes currently underway’ as follows:</p> <p>Canterbury Regional Council is reviewing the <b><u>regional planning framework for Canterbury. A new Regional Policy Statement is expected to be notified at the end of 2024. This process seeks to align the regional planning framework with national direction such as the National Policy Statement for Freshwater Management 2020, including Te Mana o te Wai. It also</u></b> <del>Regional Policy Statement, which</del> includes a review of the <del>airport</del> <b><u>noise contours relating to Christchurch International Airport, mapping of highly productive land, and development of developing</u></b> significance criteria for new greenfield areas; <del>as well as the Regional Coastal Environment Plan and the Land and Water Regional Plan.</del> This review will also continue to consider, and direct, how to manage urban growth in balance with activities that occur in the rural environment.</p>	3.4.4 and 3.10.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
25	<p>Add a new bullet point after the last bullet point under the heading 'Related planning processes currently underway' as follows:</p> <p><b><u>The Christchurch City Council is undertaking a Coastal Hazards Adaptation Framework with its coastal communities to create adaptive pathways to respond to coastal hazard risks. It is anticipated that this work will inform future changes to the District Plan. The Selwyn and Waimakariri District Councils are currently in the early phase of their coastal hazard adaptation work. All three councils, along with Environment Canterbury, other territorial authorities in Waitaha Canterbury and papatipu rūnanga, have been involved in the Canterbury Climate Risk Assessment published in early 2022 through the Canterbury Mayoral Forum. It is also anticipated that a signalled new law 'the Climate Adaptation Act' will assist in responding to complex legal and technical issues associated with coastal hazard risks if and when it is enacted by the Government.</u></b></p>	3.3.3
26	<p>Amend the 'Looking to the future' section as follows:</p> <p>The latest projections from Stats NZ indicate Greater Christchurch's population <del>will</del> <b>could</b> grow from a population of approximately <del>530,000</del> <b>half a million</b> to <del>more than</del> <b>around</b> 700,000 by 2051. This is <del>around 170,000 more people and 77,000 more households.</del></p> <p>If Greater Christchurch was to grow at the rate seen over the last 15 years, then it could reach a population of 700,000 within the next 25 <del>to</del> 30 years and <b>in time</b> one million <del>within the next 60 years</del>, doubling the size of today's population.</p>	3.12.2
28	<p>Amend the introduction to 'The spatial strategy' section as follows:</p> <p>Together, these opportunities, directions and key moves make up the spatial strategy for Greater Christchurch. <b><u>There is no hierarchy between the opportunities, directions and key moves, as all will be collectively required to deliver the desired future state.</u></b> A visual representation of the strategy is provided in Map 2.</p>	3.1.1
29	<p>Add a notation to Map 2 as follows:</p> <p><b><u>Ecological enhancement / green belt: The dashed lines are an approximate representation of the location of ecological enhancement / green belt areas, to be further investigated.</u></b></p>	3.4.5



dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
29	Amend Map 2 to align with new / expanded business (industrial and commercial areas) that were rezoned by the partially operative Selwyn District Plan.	3.8.5
29	Amend Map 2 to reflect resultant changes and the status of private plan changes, district plan reviews, IPIs and referred projects under the COVID-19 Recovery (Fast-track Consenting) Act 2020.	3.12.3
29	Amend Map 2 to include any existing LLRZ in Greater Christchurch as part of the existing urban area.	3.5.1
29	Amend Map 2 to correctly show the Ōpāwaho Heathcote River.	3.1.2
29	Amend Map 2 to show the full connection of the Kaiapoi River between Kaiapoi Township and the Waimakariri River.	3.1.2
29	Amend the legend of Map 2 'growth around central city, centres and corridors' to correspond to the symbology on the maps.	3.12.3
29	Amend Map 2 to show the complete connection for the 'Core Public Transport routes' heading to Queenspark, New Brighton and Sumner.	3.7.2
29	Identify <b>Prebbleton</b> on Map 2 as a 'Locally important urban centres and town'.	3.6.1
29	Amend Map 2 to include Lyttelton Port and the inland ports.	3.6.1
30	Rename 'Directions' to ' <b>Overarching</b> Directions' and add a new label ' <b>Directions</b> ' for Direction's 1.1 to 6.5.	3.1.1
30	Amend Direction 1.1 as follows: 1.1 Avoid urban development over <b>Protect</b> Wāhi Tapu <b>from urban development</b>	3.2
30	Insert new Direction as follows: <b>1.3 Protect, recognise, and restore historic heritage</b>	3.2
30	Amend Direction 3.1 as follows: 3.1 Avoid development in <b>Protect</b> areas with significant natural values	3.4.1

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
30	Add a note as follows: <b><u>Note: The numbering of Opportunities and Directions does not indicate a hierarchy between these and is used only to assist with navigation of this plan</u></b>	3.1.1
31	Amend Opportunity 4 as follows: Enable diverse, <b>quality</b> , and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs.	3.5.2
31	Amend Direction 4.2 as follows: Ensure <b>at least</b> sufficient development capacity is provided or planned for to meet demand	3.5.2
31	Amend Direction 4.5 as follows: Deliver thriving neighbourhoods with quality developments, <b>quality housing</b> and supporting community infrastructure.	3.5.2
31	Amend Direction 5.1 as follows: <b>At least</b> sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network.	3.8.4
31	Amend Direction 5.3 as follows: Direction 5.3 Provision of strategic infrastructure that is resilient, efficient, <b>integrated</b> and meets the needs of a modern society and economy.	3.10.1
31	Insert a new direction 5.4 as follows: <b><u>5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy.</u></b>	3.6.2
31	Insert a new direction 5.5 as follows: <b><u>5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.</u></b>	3.6.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
31	Amend Opportunity 6 as follows: Prioritise sustainable <b>and accessible</b> transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.	3.7.5
33	Amend the fifth paragraph under 'The prosperous development of kāinga nohoanga' as follows: ...Through this legislation, Māori Reserves have been zoned as Rural - preventing subdivision, housing, social <del>and educational</del> infrastructure, <b>educational facilities</b> , and the development of prosperous economic activities.	3.5.2
35	Add <b>Prebbleton</b> to the list of locations of 'Locally important urban centres and towns'	3.6.1
37	Amend the reference to 'community infrastructure' as follows: Rolleston is a strong residential growth node with high quality <del>community</del> infrastructure and a developing town centre providing retail and hospitality.	3.5.2
41	Amend Opportunity 6 as follows: Prioritise sustainable <b>and accessible</b> transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.	3.7.5
43	Amend the sub-section 'Priority Areas arising from technical evaluation' as follows:  <b>Priority <u>Development Areas</u> <del>arising from technical evaluation</del></b>  The Priority <b>Development</b> Areas <b>have been</b> identified through technical evaluation <b>and</b> include areas that offer significant opportunities for change in Greater Christchurch. This includes accelerated urban development at the right scale, <del>environmental change to enhance resilience; or</del> <b>and</b> exemplar projects that <del>will reduce harm,</del> encourage behaviour change or <b>which can</b> be a catalyst for private investment.  Priority Development Areas provide the opportunity to accelerate development in locations that will support the desired pattern of growth.  <b>Priority Regeneration Area</b>	3.9.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<p>Eastern Christchurch has <del>also</del> been identified as a Priority <b>Regeneration</b> Area. <del>This is , rather than a Priority Development Area,</del> to recognise the need for a partnership approach to:</p> <ul style="list-style-type: none"> <li>• <b><u>maximise opportunities for regeneration of housing and business areas in appropriate locations;</u></b></li> <li>• <b><u>improve accessibility to this area, including its significant recreational assets; and</u></b></li> <li>• support this area to adapt to the impacts of climate change and to strengthen resilience.</li> </ul>	
43	Delete the heading 'Priority Areas arising from technical evaluation' from Table 1 and amend the title of the column which 'Eastern Christchurch area' is listed in to read 'Priority <b>Regeneration</b> Area'.	3.9.2
44	<p>Amend the legend in Map 4 as follows:</p> <ul style="list-style-type: none"> <li>• Replace 'Priority Development Areas Arising from Technical Assessment' with 'Priority Development Areas'</li> <li>• Replace 'Priority Area - Eastern Christchurch Area' with 'Priority Regeneration Area'</li> </ul>	3.9.2
44	Amend the colours used in Map 4 to better distinguish between the 'Priority Development Areas and the Priority Regeneration Areas.	3.9.2
45	<p>Insert a new blue-green network Principle as follows: The vision to create an enhanced and expanded blue-green network in Greater Christchurch will be guided by <del>five</del> <b>six</b> principles: <b><u>Healthy waterbodies: Valuing, respecting, and prioritising the health and wellbeing of waterbodies, recognising the vital importance of water.</u></b></p>	3.4.2
50	<p>Amend the title of Part 1 as follows: Part 1 – <del>Areas to protect, avoid and enhance</del> <b><u>Growth in the appropriate places</u></b></p>	3.3.4
51	Amend the first paragraph in Part 1 as follows:	3.3.4

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<p><b><u>To ensure that growth occurs in the right places, it is important to identify and map areas that require protection, and areas which need to be avoided or mitigated.</u></b> Identifying and mapping the areas to protect and avoid in the context of land development is important.</p> <p>This includes identifying areas to protect given their intrinsic values and importance, such as sites and areas of significance to Māori, and areas with significant natural features or landscapes; and areas to avoid given they are subject to natural hazards, <b><u>noting in some circumstances mitigation may also be appropriate.</u></b></p>	
51	Amend the heading 'Areas to avoid' in the blue box to 'Areas to avoid or mitigate' as follows: 'Areas to avoid <b><u>or mitigate</u></b> '	3.3.4
51	Amend the first sentence in the second paragraph as follows: The methodology and reasoning for identifying the areas to protect and avoid, <b><u>or potentially mitigate</u></b> , is set out in the Areas to Protect and Avoid Background Report. The sites...	3.3.4
51	Amend the first sentence of the third paragraph as follows: Layering all the areas to protect and avoid <b><u>or mitigate</u></b> on top of each other highlights the most constrained areas of Greater Christchurch for development (see Map 5). These areas...	3.3.4
51	Amend the second sentence of the fourth paragraph as follows: It is acknowledged that for flood hazard areas, the map shows differing return periods as the basis for areas to avoid, <b><u>or mitigate</u></b> , based on the best available mapping information from each territorial authority.	3.3.4
52	Amend the title of Map 5 from 'Areas to protect and avoid' to 'Key constraint areas' as follows: Map 5: <del>Areas to protect and avoid</del> <b><u>Key constraint areas</u></b>	3.3.4
52	Amend the legend to Map 5 by deleting reference to 'Areas to Protect and Avoid' and replacing with 'Key constraint areas'.	3.3.4
52	Amend Map 5 as follows:	3.10.1

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<ul style="list-style-type: none"> <li>• Identify Lyttelton Port and the inland ports</li> <li>• Identify National Grid assets.</li> </ul> <p><i>Note: Changes to other maps will result in consequential changes to Map 5 as this a 'heat' map combining other maps in the dGCSP.</i></p>	
52	Amend Map 5 to ensure it includes all the layers on Maps 7, 9 & 10	3.3.11
52	Update Map 5 to reflect recommendation to other maps which Map 5 is based on.	N/A - Consequential to other recommendations.
53	<p>Amend the opening text under Opportunity 1 as follows:</p> <p>The area that encompasses Greater Christchurch is part of a wider landscape that holds significant historic and contemporary cultural associations and importance for Ngāi Tahu whānui, reflecting their occupation of the area for more than 1,200 years. The Spatial Plan recognises the importance of protecting the sites and areas of significance to Māori for generations to come, and that Papatipu Rūnanga are the entities responsible for the protection of tribal interests within their respective takiwā'. <b><u>The Greater Christchurch area also has sites and buildings that are of importance in reflecting the historic heritage of the area. The Spatial Plan recognises the importance of protecting these sites and areas, and integrating them into the urban environment for continued retention and viability.</u></b></p>	3.2
53	<p>Amend Direction 1.1 as follows:</p> <p>1.1 <del>Avoid urban development over</del> <b><u>Protect</u></b> Wāhi Tapu <b><u>from urban development</u></b></p>	3.2
53	<p>Insert a new Direction in the 'Blue Box' titled 'Direction' as follows:</p> <p><b><u>1.3 Protect, recognise, and restore historic heritage</u></b></p>	3.2
54	<p>Insert a new direction and related text (after the 'blue box') as follows:</p> <p><b><u>1.3 Protect, recognise, and restore historic heritage</u></b></p> <p><b><u>Greater Christchurch has many significant heritage sites, areas, and associated values, which should be recognised in urban development and protected from inappropriate activities. In providing this protection</u></b></p>	3.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<b><u>there will be tension with the direction for greater intensification and the pressures this may bring on historic heritage sites and areas. The challenge to this will be how to achieve the protection of historic heritage while providing for greater intensification in a changing urban environment.</u></b>	
55	Amend Map 6 to include Lyttelton Port and the inland ports.	3.6.1
56	Amend the last bullet point under Context as follows: In a global context, greenhouse gas emissions on a per capita basis are extremely high in Greater Christchurch. An emissions inventory for Christchurch City for the 2018/19 financial year showed that more than half of its total emissions came from the transport sector. <b><u>It is acknowledged that achieving a low carbon future for Greater Christchurch will require the provision of reliable renewable energy.</u></b>	3.3.5
57	Amend the 3rd paragraph under Direction 2.1 as follows: It is essential that urban development is directed away from areas that are at significant risk from natural hazards <b><u>where that risk cannot be reduced to acceptable levels,</u></b> to ensure the safety and wellbeing of people, and the protection of buildings, infrastructure and assets.	3.3.4
57	Amend the 4 <sup>th</sup> paragraph under Direction 2.1 as follows: There are also some areas subject to natural hazards, but where these risks can be <b><u>more easily</u></b> mitigated by building differently, such as increasing the floor levels of a building or ensuring building foundations meet a higher standard. These areas, <b><u>which include parts of the Port Hills and large areas of the floodplains,</u></b> are categorised as having negotiable <b><u>moderate</u></b> constraints (see Map 8).	3.3.4 & 3.3.9
57	Add a new bullet point after the first bullet point to Direction 2.2 as follows: Key ways to build resilience to climate change and natural hazards in Greater Christchurch include: <ul style="list-style-type: none"> <li>• Reducing transport...</li> <li>• <b><u>Recognising interdependencies in the infrastructure sector, especially between telecommunications and electricity, and acknowledging the role they play in responding to, and recovering from, natural hazard events.</u></b></li> </ul>	3.3.7

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
57	Add to the second bullet point in Direction 2.2 as follows: <ul style="list-style-type: none"> <li>Focusing growth away from areas likely to be more exposed to natural hazards that will be exacerbated by climate change, such as flooding and coastal erosion, <b>while acknowledging that strategic infrastructure sometimes needs to operate in areas affected by natural hazards.</b></li> </ul>	3.3.7
58	Amend Map 7 to include Lyttelton Port and the inland ports.	3.6.1
58	Amend the tsunami layer underlying Map 7 as follows: Remove the red tsunami evacuation map layer and replace with the tsunami inundation 3m wave map layer (~1:100-200 from 2019/2020 GNS modelling) and amend the legend on the map to refer to Tsunami Inundation – High.	3.3.10
58-59	Remove all references to 'PC12' in the legend to Map 7 and Map 8 and replace with a footnote reference to: <b><u>Jacobs (2021). Risk Based Coastal Hazard Analysis for Land-use Planning; Report for Christchurch City Council, September 2021.</u></b>	3.3.2
58-59	Add a reference in the legend to Map 7 and Map 8 as follows: <b><u>Jacobs (2020). Phase 2 Coastal Inundation Modelling Final Study Report; Report for Waimakariri District Council, March 2020.</u></b>	3.3.2
58-59	Amend the reference on Map 7 and Map 8 as follows: This map is based on the existing <b>technical</b> information and Geographic Information Systems (GIS) data from the four partner Councils. <del>For some constraints, mapping data is unavailable, incomplete or reliant on emerging policy with legal effect.</del> <b>See 'Areas to Protect and Avoid Background Report'</b> for limitations and further information <b>which is</b> available on the Greater Christchurch Partnership website.	3.3.2
59	Amend the title of Map 8 to be consistent with the recommended text changes as follows: Map 8: Areas subject to <del>negotiable</del> <b>moderate</b> natural hazard risks	3.3.4



dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
59	Amend Map 8 to include Lyttelton Port and the inland ports.	3.6.1
59	Amend the tsunami layer in Map 8 as follows: Remove the orange tsunami evacuation layer and replace with tsunami inundation 5m wave map layer (~1:800 from 2019/2020 GNS modelling) and amend the legend on the map to refer to Tsunami Inundation – Moderate-Low.	3.3.10
60	Amend text under ‘Protecting strategic infrastructure’ as follows: Protecting strategic infrastructure: Urban development should be <del>avoided</del> <b>carefully managed</b> around strategic infrastructure, to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of this infrastructure. Key strategic infrastructure in Greater Christchurch includes Christchurch Airport, the Port of Lyttelton, the inland ports at Rolleston and Woolston, state highway and rail corridors, <b>the National Grid</b> and the electricity transmission <b>and distribution</b> network (see Map 9).	3.10.1
60	Amend the title of Map 9 to ‘ <b>Key</b> strategic infrastructure’.	3.10.1
60	Amend Map 9 as follows: <ul style="list-style-type: none"> <li>• Correctly show the National Grid</li> <li>• Differentiate between the National Grid assets and electricity distribution network assets</li> <li>• Show locations of Prisons</li> <li>• Show the location of the Lyttelton Port Company City Depot inland port</li> <li>• Show location of military bases</li> <li>• Remove Woodford Glen Speedway and Ruapuna Raceway</li> </ul>	3.10.1
84	Amend Map 9 to include the airport symbol in the legend.	3.10.1
60	Add text under the heading ‘Protecting strategic infrastructure’ as follows:	3.10.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<p><b><u>The noise contours relating to Christchurch International Airport as shown on Map 9 represent the contours operative in the Canterbury Regional Policy Statement 2013. As part of the review of the Canterbury Regional Policy Statement, an update of the airport noise contours was completed by Christchurch International Airport Limited and independently peer reviewed by a panel of experts appointed by the Regional Council. In June 2023 a final set of remodelled air noise contours was made publicly available in a report published by Christchurch International Airport Limited. The updated noise contours will be a key input to the review of the Regional Policy Statement, and this is the process by which changes to the spatial extent of the operative contours and the associated policy framework will be considered.</u></b></p>	
61	<p>Amend Direction 3.1 as follows: 3.1 <del>Avoid development in</del> <b>Protect</b> areas with significant natural values</p>	3.4.1
62	Amend Map 10 to show the sea / coastal water, in a different colour from the urban area.	3.4.2
62	Amend Map 10 to include Lyttelton Port and the inland ports.	3.6.1
62	Amend Map 10 to separately identify Outstanding Natural Landscapes and Outstanding Natural Features.	
63	<p>Amend Direction 3.1 and the text under it as follows: 3.1 <del>Avoid development in</del> <b>Protect</b> areas with significant natural values</p> <p>Te ao Māori acknowledges the interconnectedness of people and te taiao – the environment. Based on this Māori world view, kaitiakitanga is a way of managing the environment that recognises that people are an integral part of the natural world, not separate from it; and that there is an intergenerational duty to <b>protect</b>, restore and enhance the mauri (life force) of water, land and ecosystems.</p>	3.4.1
63	<p>Amend text under Direction 3.2 as follows: <i>Direction 3.2 Prioritise the health and wellbeing of water bodies</i></p> <p>Water is a taonga that is culturally significant to Māori and essential to the wellbeing of all communities. Greater Christchurch has an integrated network of rivers, streams, springs, groundwater and aquifers, linked to estuaries and wetlands in the coastal environment. Restoring the health and wellbeing of water bodies, <b>including</b></p>	3.4.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<p><u>wetlands</u>, is a priority for the city region, <b>and recognises Te Mana o te Wai - that protecting the health of freshwater protects the health and well-being of the wider environment, restoring and preserving the balance between the water, the wider environment, and the community.</b></p> <p>Taking an integrated, catchment-based approach will support a higher quality water environment in Greater Christchurch. <b>This also accords with and supports the Te Ao Māori principle of ki uta ki tai - which is concerned with the sustained integrity and functioning of all elements of the natural environment and their inter-connection, including with people.</b></p>	
64	<p>Amend text in the last paragraph under Direction 3.3 as follows: Improving the quality of the environment <b>in existing and proposed</b> higher density areas is critical. ...</p>	3.4.3
64	<p>Add a new 4<sup>th</sup> paragraph under Direction 3.3 as follows: <b>It is important that green spaces within our urban environments can be enjoyed by people of all ages and abilities, including through inclusive design and the application of universal design standards.</b></p>	3.4.3
64	<p>Amend Map 12 title as follows: Map 12: <del>Highly productive soils</del> <b>Land Use Capability Class 1-3 soils</b></p>	3.4.4
65	<p>Amend the third paragraph under Direction 3.4 as follows: ...The interim definition of highly productive land <b>in the current National Policy Statement (September 2022)</b>, is land that is Land Use Capability Class 1, 2, or 3 (with some exceptions relating to identified growth areas. For the purposes of the Spatial Plan, these Land Use Capability Classes have been shown in Map 12, noting that exceptions do apply. <b>Map 12 is not determinative of the identification of highly productive land for inclusion, by way of maps, in the Canterbury Regional Policy Statement as required by the National Policy Statement for Highly Productive Land.</b></p>	3.4.4
65	<p>Amend the paragraphs under Direction 3.5 as follows: A green belt is a planning tool used to maintain areas of green space around urban areas, often acting as a <del>buffer</del> <b>transition</b> between urban and rural areas. A green belt around Greater Christchurch's urban areas <del>could</del> <b>would</b></p>	3.4.5

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<p>help limit urban expansion; <b>address reverse sensitivity impacts</b>; protect food producing land and green spaces for future generations; provide space for urban forests, wetlands and ecological restoration areas; increase resilience to the effects of climate change; and support recreational activities.</p> <p>The concept of a green belt in Greater Christchurch needs to be explored in more detail, and <b>this</b> will be undertaken as part of the development of a blue-green network strategy. <b>The 'Ecological enhancement / green belt' notations shown on Maps 2 and 14 are indicative of the location of ecological enhancement / green belt areas, and their specific location is to be further investigated. The areas in between the approximate green belt locations and the current or future urban areas identified in these maps do not indicate further urban development is necessarily anticipated in these areas.</b></p>	
67	<p>Amend Opportunity 4 as follows:</p> <p>Enable diverse, <b>quality</b> and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs.</p>	3.5.2
67	<p>Amend Direction 4.2 as follows:</p> <p>Ensure <b>at least</b> sufficient development capacity is provided or planned for to meet demand</p>	3.5.2
67	<p>Amend Direction 4.5 as follows:</p> <p>Deliver thriving neighbourhoods with quality developments, <b>quality housing</b> and supporting <del>community</del> infrastructure.</p>	3.5.2
68	<p>Amend the first paragraph under Direction 4.1 as follows:</p> <p>As outlined in <i>The prosperous development of kāinga nohoanga</i> section, legislation and a failure of strategic planning have prevented the development of Māori Reserves for subdivision, housing, and social <del>and educational</del> infrastructure, <b>educational facilities</b>, as well as the development of prosperous economic activities. This has impacted the prosperity and wellbeing of mana whenua</p>	3.5.2
69	<p>Amend Direction 4.2 as follows:</p> <p>Ensure <b>at least</b> sufficient development capacity is provided or planned for to meet demand</p>	3.5.2
69	<p>Add the following footnote to Table 2, linked to the 'Long term' column under 'Feasible capacity':</p>	3.8.3

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<p><b><u>The NPS-UD defines feasible capacity in the long term as either based on “commercially viable to a developer based on the current relationship between costs and revenue, or on any reasonable adjustment to that relationship”. In Table 2 the capacity in the medium and long term for Christchurch City is the same because the assessment only calculates the “current relationship”. This is a conservative approach, as development feasibility is likely to improve in the long term (30 years) which means that the amount of feasible capacity can be expected to be higher than shown in the table. For Selwyn and Waimakariri Districts, the assessments assume that historic trends continue into the long term. The capacity assessments also have to be undertaken every 3 years as a minimum, which will enable the assumptions to be reassessed.</u></b></p>	
69	Replace Figure 9 (page 59) with the figure set out in the Further Response	3.8.3
69	<p>Amend the last paragraph under Direction 4.2 as follows:</p> <p>Further to this, <b><u>broad</u></b> locations for <b><u>new residential</u></b> development to provide additional capacity should align with the direction in the Spatial Plan and desired pattern of growth. <b><u>Identifying broad locations for residential development, should be guided by the Spatial Strategy, including the six opportunities, directions and the overarching directions that shape the desired pattern of growth. Broad locations should, at a minimum:</u></b></p> <ol style="list-style-type: none"> <li><b><u>1. Be adjacent to, near, or within a Significant Urban Centre, Major Town or a Locally Important Urban Centre in Greater Christchurch;</u></b></li> <li><b><u>2. Be accessible to either MRT, Core Public Transport Routes or New / Enhanced Public Transport Routes;</u></b></li> <li><b><u>3. Protect, restore and enhance the natural environment, historic heritage, and sites and areas of significance to Māori;</u></b></li> <li><b><u>4. Be free from significant risks arising from natural hazards and the effects of climate change; and</u></b></li> <li><b><u>5. Be cognisant of the landscape and visual context, integrate with natural features and align with good urban design principles.</u></b></li> </ol>	3.5.3
70	<p>Add the following to the second paragraph under Direction 4.3:</p> <p>...more at incentivisation, partnerships and investment. <b><u>A broad range of statutory and non-statutory tools will be relied upon for improving the feasibility of intensification to support the desired pattern of growth.</u></b></p>	3.12.3

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
70	Amend the second paragraph under Direction 4.4 as follows: ...However, to do this across a spectrum of housing choice and demand, the intensification focus needs to be combined with continuing to provide for <b>diverse forms of housing and</b> some greenfield areas in appropriate locations.	3.5.6
72	Amend the final paragraph under 'Social and affordable housing needs' as follows: Housing need in Greater Christchurch, <b>including social and affordable housing</b> , will be further addressed through the development of a joint <del>social and affordable</del> housing action plan.	3.5.6
72	Insert new section (after 'Greenfield' section), titled 'Specific Forms and Alternative Approaches to Housing' as follows: <b><u>Specific Forms and Alternative Approaches to Housing</u></b> <b><u>Specific forms of housing and alternative approaches to housing are part of housing choice. They can provide for a range of preferred lifestyle options, respond to deficiencies or particular demand in the housing market, target those with the greatest housing need or deliver housing through innovative and novel approaches. They span the housing continuum from social housing through to private housing in the open market. They can offer greater diversity of housing typologies, tenures and price points.</u></b> <b><u>Consideration of how specific forms of housing and alternative approaches to delivering housing can support greater housing choice in Greater Christchurch will be further addressed through the development of a joint housing action plan.</u></b>	3.5.6
73	Amend Direction 4.5 as follows: Deliver thriving neighbourhoods with quality developments, <b>quality housing</b> and supporting <del>community</del> infrastructure.	3.5.2
73	Amend the description of a thriving neighbourhood as follows:	3.5.5

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	They are neighbourhoods that <b>are well connected</b> ; enable safe and equitable access for all; have high quality and safe open spaces, green spaces and public realm; and provide <b>a diverse range of housing choice including</b> for social and affordable housing.	
73	Amend the section titled 'vibrant communities with access to services' to <b><u>Features of Thriving Neighbourhoods.</u></b>	3.5.5
73	Amend the title of Figure 12 from Features of connected neighbourhoods to <b><u>Features of Thriving Neighbourhoods.</u></b>	3.5.5
74	Amend the first paragraph under 'Community facilities and open, green and public spaces' as follows: Community facilities contribute to strong, healthy and vibrant communities by providing spaces where residents can connect, socialise, learn and participate in a wide range of social, cultural, <b><u>religious</u></b> , art and recreational activities.	3.13.1
74	Insert a new section after 'Community facilities and open, green and public spaces' titled 'Quality Developments and Quality Housing' as follows: <b><u>Quality Developments and Quality Housing</u></b> <b><u>Quality developments and quality housing are at the heart of thriving neighbourhoods, enriching the lives and wellbeing of our communities. Quality developments support neighbourhoods to develop and change over time in response to the diverse and changing needs of people, communities, and future generations.</u></b> <b><u>Quality housing meets the diverse needs of the community over their lifetime and ensures that individuals, whānau and communities can live well so our neighbourhoods thrive for all. The Joint Housing Action Plan will consider quality housing in the context of Greater Christchurch.</u></b>	3.5.5
74	Amend the second instance of the title 'Community facilities and open, green and public spaces' to read ' <b><u>Sense of Connection and Safety</u></b> '	3.5.5
75	Amend second bullet point in the 'Context' section under Opportunity 5, as follows:	3.6.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	Hubs of tertiary and research institutions are found in Christchurch's Central City, including the Ara Institute of Canterbury, the tertiary teaching hospital and the health precinct; and at the University of Canterbury campus in Riccarton, and the Lincoln University and <u>various</u> research campuses <u>and farms</u> in <u>and near</u> Lincoln.	
75	Insert additional paragraph in the 'Context' section under Opportunity 5, as follows: <b><u>Greater Christchurch contains a number and range of tertiary and research institutions of strategic importance from a local and national perspective. Their retention, protection and continued operation is of regional and national economic importance.</u></b>	3.6.2
75	Amend Direction 5.1 as follows: <b><u>At least</u></b> sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network.	3.8.4
75	Amend Direction 5.3 as follows: Direction 5.3 Provision of strategic infrastructure that is resilient, efficient, <b><u>integrated</u></b> and meets the needs of a modern society and economy.	3.10.1
75	Insert a new Direction 5.4 as follows: <b><u>5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy.</u></b>	3.6.2
75	Insert a new Direction 5.5 as follows: <b><u>5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.</u></b>	3.6.2
76	Amend Map 13 to show the LPC City Depot inland port.	3.6.1
77	Amend Direction 5.1 as follows: <b><u>At least</u></b> sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network.	3.8.4



dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
78	<p>Add the following footnote to Table 4, linked to the 'Long term' column under 'Feasible capacity':</p> <p><b><u>The NPS-UD guidelines suggest that councils undertake a stock take of vacant land. The capacity shown in the table includes vacant capacity which is based on the most recent field surveys undertaken by each council. Also, the guidelines suggest that “larger, more urbanised areas could also investigate land not currently developed to its full potential”. In Table 4 the capacity shown for Christchurch City only includes vacant capacity and does not include redevelopment potential. Plan Change 14 to the Christchurch District Plan will enable substantial redevelopment potential in Christchurch commercial zones, which is likely to alleviate the long-term shortfall. There is modelling underway to estimate the level of redevelopment potential that could be reasonably developable in the long term. For Selwyn and Waimakariri Districts, the assessments include redevelopment potential, which is based on the historic development levels occurring in the long term. The capacity assessments also have to be undertaken every 3 years as a minimum, which will enable the assumptions to be reassessed.</u></b></p>	3.8.5
79	<p>Add a notation to Map 14 as follows:</p> <p><b><u>Ecological enhancement / green belt - The dashed lines are an approximate representation of the location of ecological enhancement / green belt areas, to be further investigated.</u></b></p>	3.4.5
79	<p>Amend Map 14 to align with new / expanded business (industrial and commercial) areas that were rezoned by the partially operative Selwyn District Plan.</p>	3.8.5
79	<p>Amend Map 14 to include any existing LLRZ in Greater Christchurch as part of the existing urban area.</p>	3.5.1
79	<p>Amend Map 14 to correctly show the Ōpāwaho Heathcote River.</p>	3.1.2
79	<p>Amend Map 14 to show the full connection of the Kaiapoi River between Kaiapoi Township and the Waimakariri River.</p>	3.1.2
79	<p>Amend the legend of Map 14 'growth around central city, centres and corridors' to correspond to the symbology on the maps.</p>	3.12.3

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
79	Amend Map 14 to reflect resultant changes and the status of private plan changes, district plan reviews, IPIs and referred projects under the COVID-19 Recovery (Fast-track Consenting) Act 2020.	3.12.3
79	Amend Map 14 to show the complete connection for the 'Core Public Transport routes' heading to Queenspark, New Brighton and Sumner	3.7.2
79	Identify Prebbleton on Map 14 as a 'Locally important urban centres and town'.	3.6.1
79	Amend Map 14 to include Lyttelton Port and the inland ports.	3.6.1
80	Amend Direction 5.3 as follows: Direction 5.3 Provision of strategic infrastructure that is resilient, efficient, <b>integrated</b> and meets the needs of a modern society and economy.	3.10.1
80	Amend Opportunity 6 as follows: Prioritise sustainable <b>and accessible</b> transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.	3.7.5
81	Amend the 5th bullet point under 'Current and planned state of strategic infrastructure networks' as follows: Growth in the use of electricity for transport will necessitate greater provision of electric charging networks in Greater Christchurch. This is expected to be provided by the private sector. Over time, there may be a requirement for greater local generation of green energy. <b><u>The provision of reliable renewable energy will be important for achieving a low carbon future for Greater Christchurch.</u></b>	3.3.5
81	Add the following text after the second to last bullet point as follows: <b><u>The National Grid will continue to play an important role in electrification of the economy and will need to be protected. Long-term planning for the maintenance, operation, upgrading and development of the National Grid needs to be facilitated and supported. While existing National Grid assets are identified on the Spatial Plan maps, new development will necessitate new assets, particularly to connect to new generation.</u></b>	3.3.6
81	Insert a new Direction 5.4 as follows:	3.6.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<b><u>5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy.</u></b>	
81	<p>Insert new text under Direction 5.4, as follows:</p> <p><b><u>Greater Christchurch is a business and research hub for primary production across Canterbury and the South Island. Primary production is one of the key drivers of our economy and employment. A strong agricultural economy supports growth and development in the rest of the economy due to its linkages with research, manufacturing and transport. Quarries also play an important role in urban growth and development. Consideration needs to be given to their location, operation, and function, to ensure a reliable and affordable future supply of aggregates and that adverse impacts on communities and the environment, including potential effects on groundwater and drinking water sources, can be appropriately managed. This includes the rehabilitation of quarry sites once extraction ceases.</u></b></p> <p><b><u>Primary production activities are located within Greater Christchurch, and urban growth can impact these land uses and rural communities. Some of these effects can be positive, bringing new people and amenities to rural areas. However, there are also adverse effects of urban growth which need to be managed.</u></b></p> <p><b><u>It is recognised that primary production activities can have adverse effects on existing urban areas. This is commonly addressed through Regional and District Plans through provisions like setback, noise controls, odour and dust limits etc. This should continue in balance with ‘greenfield’ development in locations that ensure primary production activities can continue, while ensuring residential areas remain pleasant places to live.</u></b></p> <p><b><u>There is need for primary production activities to be able to expand or change in response to new markets and new issues, including transforming to a lower emissions economy. A growing primary production industry creates opportunities for other industries to prosper.</u></b></p>	3.6.2
81	<p>Insert a new Direction 5.5 as follows:</p> <p><b><u>5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.</u></b></p>	3.6.2
81	Insert new text under Direction 5.5, as follows:	3.6.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<p><b><u>Greater Christchurch has significant tertiary education and research capability. This includes four tertiary institutes and several research institutes, including six of the seven Crown Research Institutes in Aotearoa New Zealand.</u></b></p> <p><b><u>There are more than 25,000 tertiary students across the four tertiary campuses in Greater Christchurch. The majority of these institutions are located outside of the significant urban centres of Greater Christchurch, and may be impacted by urban growth. Improved public transport links to campuses will enhance integration with Greater Christchurch.</u></b></p> <p><b><u>Tertiary and research institutes need to be provided for and protected as these institutions are providing the skilled workers of the future as well as key drivers creating and adopting innovations, and providing more sustainable ways for our communities and businesses to operate.</u></b></p>	
83	<p>Amend Opportunity 6 as follows:</p> <p>Prioritise sustainable <b>and accessible</b> transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.</p>	3.7.5
84	<p>Amend Map 15 to include key freight routes as outlined in the image from the Lyttelton Port Company Limited submission; and alternative freight routes, as supplied by LPC after the hearing at the request of the Panel.</p>	3.7.6
84	<p>Amend Map 15 to add Port notations to map legend.</p>	3.10.1
84	<p>Amend Map 15 to include the airport symbol in the legend.</p>	3.10.1
84	<p>Amend Map 15 to show the following three strategic cycleways in Selwyn District:</p> <ul style="list-style-type: none"> <li>• Lincoln to Rolleston cycleway</li> <li>• Rolleston to West Melton cycleway</li> <li>• Springston and Lincoln cycle path</li> </ul>	3.7.5
84	<p>Amend Map 15 to show the full connection of the Kaiapoi River between Kaiapoi Township and the Waimakariri River.</p>	3.1.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
84	Amend Map 15 to show the complete connection for the 'Core Public Transport routes' heading to Queenspark, New Brighton and Sumner.	3.7.2
86	Insert an additional paragraph in the text under Direction 6.5 as follows: <b><u>In the longer term, the heavy rail corridor may provide some additional passenger service opportunities to complement and integrate with the MRT network proposed in this plan, once that new infrastructure is in place. It is acknowledged that this would require significant investment, and would need to be done in a way that does not compromise the critical role this network plays in freight distribution.</u></b>	3.7.1
89	Amend the fourth paragraph in the 'Joint work programme' section as follows: The Whakawhanake Kāinga Komiti <b>Greater Christchurch Partnership Committee</b> will receive biannual updates on the progress of the joint work programme.	3.11.3
89	Amend the last paragraph in the 'Joint work programme' section as follows: The plan will be reviewed and updated (as needed) every five years. <b><u>In accordance with the National Policy Statement on Urban Development 2020, the Future Development Strategy component of the plan will be reviewed and updated (as needed) every three years.</u></b>	3.12.3
90	Amend the 'Supporting Agencies' column within the 'Priority Areas' row of the joint work programme as follows: Urban Growth Partners, <b>Relevant Crown Partners</b> , Developer Sector	3.11.1
90	Amend the purpose of the Joint Housing Action Plan as follows: To create a housing action plan that ensures the entire housing continuum is working effectively to provide <b>quality</b> , affordable housing choice and diversity.	3.5.5
90	Amend the 'Supporting Agencies' column within the 'Economic Development Plan' row of the joint work programme as follows: Urban Growth Partners, <b>Relevant Crown Partners</b> , Economic Development Agencies, Canterbury Employers Chamber of Commerce, Tertiary Education Providers	3.11.1

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
90	Amend the 'Purpose' column of the 'Statutory tools' and 'Non-statutory tools' actions/initiatives as follows: To assess, propose and implement the suite of statutory tools that will give effect to the Spatial Plan, <b><u>improve the feasibility of intensification</u></b> , and enable delivery of the joint work programme.	3.12.3
92	Add the following sentence to the first paragraph under the 'Monitoring' section: The progress made on the work programme will be reported bi-annually to the <b><u>Greater Christchurch Partnership Committee</u></b> <del>Whakawhanake Kāinga Komiti</del> . <b><u>The partnership must also undertake monitoring as required by the National Policy Statement on Urban Development which will inform future development capacity assessments.</u></b>	3.8.6
92	Amend the 'Monitoring' section as follows: This will ensure that future iterations of the plan can respond to changing demographic, social, economic and cultural factors. <b><u>In accordance with the National Policy Statement on Urban Development 2020, the Future Development Strategy component of the plan will be reviewed every three years following the preparation of the latest Housing and Business Development Capacity Assessment.</u></b>	3.12.3

## Appendix 2 – Other matters for consideration to the Greater Christchurch Partnership Committee

Matters for consideration	Recommendation Report Section Ref.
That the Partnership, through the Canterbury Regional Land Transport Committee and Mayoral Forum, encourages work to continue on investigating use of current heavy rail line.	3.7.1
That the Partnership including individual partners continues to investigate public transport improvements that would improve connectedness across and between districts.	3.7.3
That the Partnership, through the Canterbury Regional Transport Committee and Mayoral Forum give consideration to providing opportunities for bikes and scooters etc to be carried on MRT and/or for the safe storage of these items at MRT stops.	3.7.5
<p>That the Partnership:</p> <ul style="list-style-type: none"> <li>• fosters greater collaboration with the development sector as well as providers of development infrastructure and additional infrastructure; and</li> <li>• explores improvements to the HCA beyond statutory requirements, including the content of submissions and the list of key work to be undertaken included in Table 50 of the HCA.</li> </ul>	3.8.1, 3.8.2, 3.8.3
That the Partnership working together in tandem with the Canterbury Regional Transport Committee ensure that the PT Futures Programme considers strengthening public transport connections to the east	3.9.2

# Greater Christchurch Spatial Plan

## Hearing Panel - Mark Up Version –

Changes recommended by the Hearing Panel shown using **bold black underline** for additions and ~~strikethrough~~ for deletions.



## Have your say

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To insert details around Special Consultative Process

## Huihui Mai Engagement – what we heard

The Huihui Mai – let’s come together to plan our future engagement was held from 23 February – 26 March 2023 to seek community input and test the work to date to inform the development of the draft Spatial Plan and the Mass Rapid Transit (MRT) Indicative Business Case work.

The engagement included an online survey, public workshops, drop-ins, activations, and a dedicated youth engagement programme which included workshops in schools and a youth summit.

During the engagement over 7,000 people completed the online survey and over 500 people were engaged face to face through public and youth workshops, an online webinar, drop-ins across Greater Christchurch, and presentations to groups. Of these, over 1,300 people who completed the online survey and participated in workshops were under the age of 25.

Findings from the engagement include:

- 86% of people agree with the proposed direction of the draft Spatial Plan to focus growth around key urban and town centres and along public transport routes.
- 53% of people agree with the proposed MRT route (24% disagree). Agreement is much higher in suburbs along the MRT route (72%). For those who did not agree, a desire for improved public transport to where they live – Rolleston, Rangiora, Eastern Christchurch (i.e. not on the proposed route) is the main reason for disagreeing with the proposed route.
- 56% of people are open to higher density living, but it needs to be planned and designed to meet their different needs and provide quality of life for people.
- To use their cars less, people want more frequent, more reliable and more direct public transport.

The feedback on what would encourage people to consider higher density living and using their cars less, and what people value and believe is missing in their neighbourhoods provides an important input into the implementation of the Spatial Plan.

Key Themes from the Engagement	How this is considered in the draft Spatial Plan
The vast majority of people agree with the direction to focus growth around urban and town centres and along public transport routes	Consistent with the direction of the draft Spatial Plan
Many people are open to high density living, but it needs to be planned and designed to meet their different needs and provide quality of life for people	As key tools to deliver the Spatial Plan are developed – e.g. Priority Development Areas, Housing Plan, – explicit consideration must be given to how to ensure that the development of high density housing meets the holistic wellbeing and lifestyle needs of people.
People want effort focused on all aspects of the natural environment, with particular importance placed on improving the health of our waterways.	Inform the development and implementation of a Greater Christchurch blue-green network. This is a key move in the draft Spatial Plan.
Over half of people agree with the suggested ‘turn up and go route’. Where they don’t agree, it’s mainly about wanting enhanced public transport / extension of the route to where they live	The draft Spatial Plan identifies the ‘turn up and go route’ or Mass Rapid Transit route as a key move in shaping greater Christchurch. The draft Spatial Plan seeks to focus development along these routes and centres. This is also reflected in the identification of the Priority Development Areas (arising from

	technical evaluation) which are focused into key locations along the 'turn up and go route'.
To use their cars less, people want more frequent, more reliable and more direct public transport.	The draft Spatial Plan identifies a number of opportunities and directions for shaping Greater Christchurch urban form to enable people to use their cars less, if they choose to.
Partnership and communication between urban development partners needs to improve to achieve better outcomes.	The draft Spatial Plan joint work programme has actions/initiatives that will require the need to establish better models for partnering/ communicating with urban development partners. The draft Spatial Plan acknowledges that Coordinated action with infrastructure providers and the development sector will be of particular importance to enabling the type and scale of development needed to achieve the desired pattern of growth
We need to protect Greater Christchurch's role as a national and regional logistics hub.	The draft Spatial Plan as part of the Opportunity statements directions. This will also be an important component of the Greater Christchurch Transport Plan.
There are some barriers and challenges to shift the balance of commercial residential development from greenfield to higher density housing.	The review of statutory / non-statutory tools to shift the feasibility of development is proposed as an action within the draft Spatial Plan joint work programme.

With the Huihui Mai consultation exploring what Greater Christchurch could look like in 2050, there was a large emphasis on capturing the youth voice. 1,300 youth under 25 took part in our survey, and 386 rangatahi from schools, tertiary institutions, youth councils/rōpū and participation groups participated in tailored workshops.

Key themes identified by youth included:

- There needs to be an affordable and accessible range of housing options for different groups of people, including options for intergenerational living and large whānau/aiga, when planning for future growth.
- First home buyers and flatmates would be very open to high density housing – this would need to be affordable and have good design that maintains privacy, space and energy efficiency and promotes access to green spaces.
- The 'Turn up and go service' could be extended to Kaiapoi and Rolleston, and out East to make the central city and Greater Christchurch areas more accessible. Considerations for transport options are: affordability, accessibility, frequency, consistency, safety for drivers and passengers and Wi-Fi friendly.
- Climate change, a clean and green environment, and the Avon and drinking water quality is a top priority.
- Safety across all aspects of living, working, transport and recreation in Greater Christchurch and on online platforms is important.
- Māoritanga is embraced, visible and valued. Greater Christchurch is diverse, multi-cultural and welcoming and this is reflected in the city and at the decision making tables.

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## Key terms

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### BLUE-GREEN NETWORK

A blue-green network is a series of spaces and corridors that follow and connect water bodies, parks, green areas and the coast. Blue elements include rivers, streams, storm water drains and basins, wetlands, freshwater, and coastal water; while green elements include trees, parks, forests, reserves and greenways.

### CENTRE

A centre is a location that is a focal point for economic, social, community and civic activity. This plan refers to four different types of centres – being significant urban centres, major towns, locally important urban centres and towns, and key business areas – reflecting the expected scale and mix of activities and buildings.

### DENSITY

Density refers to the number of houses or dwellings within a certain area. The higher the number of dwellings per hectare, the higher the density. This plan refers to low, medium and high density. Low density generally describes an area with predominately detached dwellings on sections greater than 300m<sup>2</sup>. Medium density describes areas where attached dwellings are more prevalent, such as semi-detached or duplex dwellings, terraced housing, or low-rise apartments. In high density areas, multi-story buildings are prevalent.

### DEVELOPMENT CAPACITY

Development capacity means the capacity of land to be developed for housing or for business use; based on the zoning, objectives, policies, rules and overlays that apply in the relevant proposed and operative Resource Management Act planning documents, and the provision of adequate development infrastructure to support the development of land for housing or business use.

### GREATER CHRISTCHURCH

**Greater Christchurch is described in detail in the Greater Christchurch Spatial Plan, however it is generally understood as the area covering the eastern parts of Waimakariri and Selwyn Districts Councils and the metropolitan area of Christchurch City Council, including the Lyttelton Harbour Basin. It includes the towns of Rangiora, Kaiapoi and Woodend/Pegasus to the north and Rolleston, Lincoln and West Melton to the south-west. The extent of Greater Christchurch is shown on Map 2 of the Greater Christchurch Spatial Plan.**

### GREEN BELT

A green belt is a planning tool used to maintain areas of green space around urban areas, often acting as a buffer transition between urban and rural areas.

### KĀINGA NOHOANGA

Kāinga nohoanga is a form of settlement or land development for members of hapū or whānau providing residential accommodation. It may also include accommodation for visitors and short term residents with associated communal buildings and facilities; as well as social activities and facilities, commercial activities, and cultural facilities and activities.

### **MASS RAPID TRANSIT**

Rapid transit is a step up from conventional public transport, being a quicker, more frequent and reliable, higher-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic. It was also being mentioned as ‘turn-up-and-go’ service.

### **MIXED-USE**

Mixed-use refers to the variety of activities permitted by planning regulations to occur either within a location (such as within a town centre) or on a site. Mixed-use planning regulations permit a variety of residential, commercial or community activities to occur, rather than restricting activities to a single use, such as residential only.

### **MODES OF TRANSPORT AND MODE SHIFT**

Transport modes refers to the different ways or types of vehicles people use to get from A to B. In this plan, the different modes of transport referred to include public transport (such as bus services), active transport (such as cycling and walking) and private vehicles (such as cars). Mode shift means growing the share of travel by public transport, cycling and walking.

### **NGĀ WAI**

Ngā Wai encompasses water bodies and their margins, and include ngā awa (rivers), ngā roto (lakes), ngā hāpua (coastal lagoons), ngā repo (wetlands) and ngā puna (springs).

### **PRIORITY AREAS**

Priority Areas are areas that the partnership wishes to focus coordinated effort at a given time. They are a key tool as part of the Urban Growth Agenda framework that provides a mechanism for coordinated and aligned action across multiple agencies; to inform, prioritise and unlock investment, and drive collective accountability.

It is important to note that if an area is not a ‘Priority Area’ through this process, it does not mean that it may not become one at a later date. The list of Priority Areas can change and be re-prioritised as challenges and opportunities change or evolve. It also does not mean that development, partnership and investment in areas outside of a Priority Area cannot occur. **The currently identified Priority Areas are set out in Table 1.**

### **SOCIAL INFRASTRUCTURE**

Social infrastructure includes parks and open spaces, community facilities, schools and health facilities. In this plan, the term infrastructure includes social infrastructure, unless specified otherwise.

### **TARGETED INTENSIFICATION**

Targeted intensification refers to accommodating housing and business growth through greater intensification around key urban and town centres, and along public transport corridors.

### **URBAN FORM**

The urban form is the physical shape and land use patterns of towns and cities. It refers to housing types, street types, how they sit in the environment and their layout. It includes the location, density and design of homes, workplaces, schools, parks and other community facilities, as well as the transport networks that connect them.

## WĀHI TAONGA

Wāhi Taonga are treasured places that have high intrinsic value, and are valued for their capacity to shape and sustain the quality of life. Access to these areas is important to Ngāi Tahu identity.

## WĀHI TAPU

Wāhi Tapu are sites and places that are culturally and spiritually significant to the history and identity of mana whenua. Wāhi Tapu sites are to be protected according to tikanga and kawa to ensure the sacred nature of those sites is respected.

## WELL-FUNCTIONING URBAN ENVIRONMENTS

The National Policy Statement on Urban Development requires planning decisions to contribute to well-functioning urban environments. A definition of well-functioning urban environments is provided in the *Delivering on national direction* section of this plan.

# Introduction

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Over the past 15 years, **Greater Christchurch and its surrounding towns have** **has** grown rapidly **to a population of around half a million**. By 2050, ~~more than~~ **up to** 700,000 people ~~are projected to~~ **could** be living in Greater Christchurch – ~~340%~~ **340%** more than there are today, with the population potentially doubling to 1 million people **in the future**. ~~within the next 60 years, if not earlier.~~ It's important to plan for how growth this significant will be accommodated, while also looking after the environment and responding to climate change.

In 2022, the Greater Christchurch Partnership and the Crown established an Urban Growth Partnership for Greater Christchurch – the Whakawhanake Kāinga Komiti. This partnership of central government, local government and mana whenua is focused on shared objectives related to affordable housing, emissions reduction, and creating liveable and resilient urban areas.

The first priority of the partnership is to prepare the Greater Christchurch Spatial Plan.

The Draft Spatial Plan sets out the partners' shared vision for the future of Greater Christchurch. It is a plan for action, for starting now to make the transformational shifts needed to secure the future of Greater Christchurch. This includes a clear pathway for how the city region will create prosperous and well-functioning urban environments, and build greater resilience in the context of the changing environment. It sets out what the priorities are and what needs to happen to achieve them.

Its **key overarching** directions include a focus on targeted intensification in centres and along public transport corridors, along with the prosperous development of kāinga nohoanga on Māori Land and within urban areas.

The direction set out in the plan is supported by commitments across central government, local government and mana whenua to partner and invest in shared priorities for Greater Christchurch, to ensure the city region remains a great place to live for all. The implementation of the plan will form the ongoing work programme of the partnership.

## Acknowledging Te Tiriti and Rangatiratanga

The contemporary relationship between Ngāi Tahu whānui and the Crown is defined by three core documents: Te Tiriti o Waitangi, the Ngāi Tahu Deed of Settlement 1997 and the Ngāi Tahu Claims Settlement Act 1998.

Papatipu Rūnanga expect that the partners will honour Te Tiriti o Waitangi and the principles upon which it is founded, including principles of Partnership and recognition of their rangatiratanga status.

In making its apology in 1998, the Crown acknowledged that Ngāi Tahu holds rangatiratanga within the Ngāi Tahu takiwā. Further, the Te Rūnanga o Ngāi Tahu Declaration of Membership Order 2001 establishes individual Papatipu Rūnanga as the entities with responsibility for resources and the protection of tribal interests within their respective takiwā.

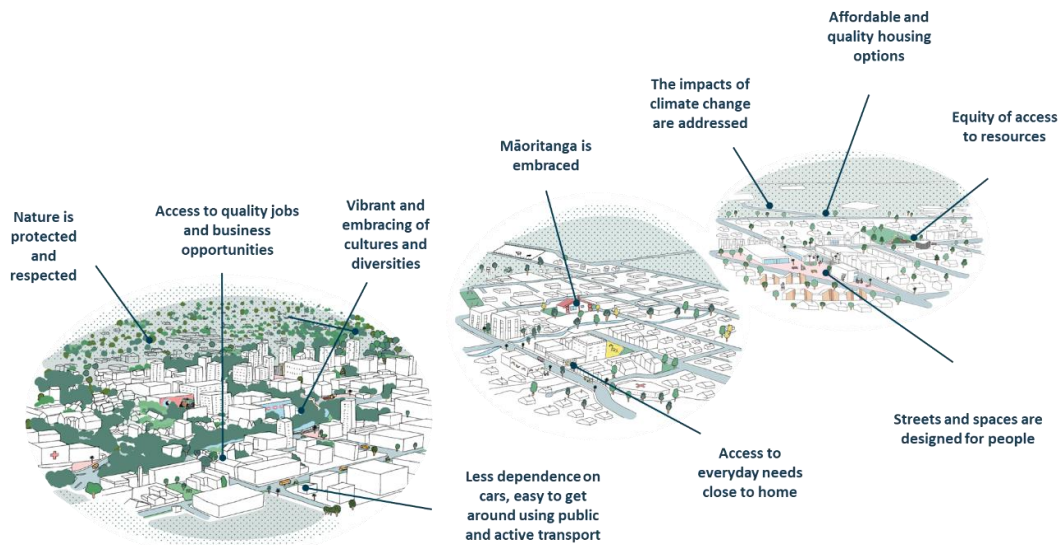
These documents and matters have informed the nature and manner of engagement and collaboration between the Papatipu Rūnanga and the partners involved in the development of this Spatial Plan, and the commitments made to actively support and assist mana whenua fulfil their priorities.



## The aspirations for Greater Christchurch – a place to live well

The Spatial Plan seeks to deliver on the community aspirations for Greater Christchurch – ~~as a place that supports the wellbeing of residents both now and for generations still to come.~~ **where the interrelationship between people and nature underpins a focus on intergenerational wellbeing, and positions Greater Christchurch to be a place that supports the wellbeing of generations still to come.**

Figure 1: Community aspirations for Greater Christchurch in 2050



## The Greater Christchurch area

Greater Christchurch is found at the meeting point of the Canterbury Plains, the Pacific Ocean, and the volcanic remnants of Whakaraupō / Lyttelton and Te Pātaka a Rākaihautū / Banks Peninsula.

It extends from Rangiora in the north to Lincoln in the south, and from Rolleston in the west to Sumner in the east. It includes the flat lands and Port Hill areas of Ōtautahi Christchurch, and the surrounding towns and rural areas. Its landscape is dominated by rivers, lakes, estuaries, coastal lagoons, wetlands and springs.

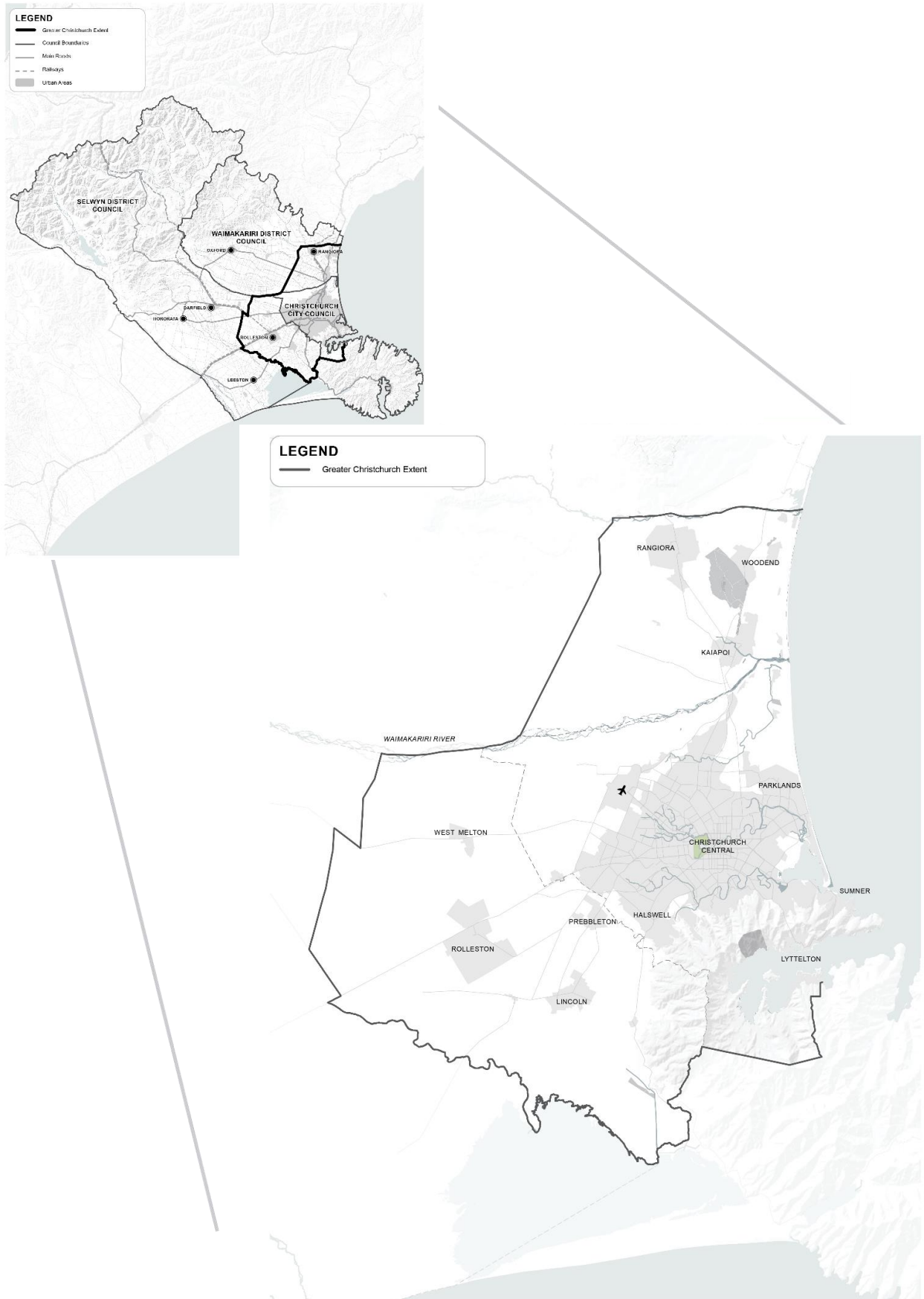
Greater Christchurch includes parts of three territorial authorities: Christchurch City, Selwyn District and Waimakariri District. It is also part of a cultural landscape that holds significant historic and contemporary cultural importance for Ngāi Tahu whānui.

Greater Christchurch traverses the takiwā of three Papatipu Rūnanga: Te Ngāi Tūāhuriri, Taumutu and Te Hapū o Ngāti Wheke (Rāpaki), with the marae of Te Ngāi Tūāhuriri and Te Hapū o Ngāti Wheke being located within the Greater Christchurch area. The marae associated with each of the Papatipu Rūnanga are the beating hearts of tribal identity and centres for cultural, social and economic activities.

Greater Christchurch sits within and has deep connections with the wider Waitaha / Canterbury region.

The geographic extent of Greater Christchurch is shown in *Map 1*.

Map 1: The geographic area of Greater Christchurch



## Context

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### How Greater Christchurch has grown

The Greater Christchurch area has been inhabited by Māori for settlement, resource gathering and exercising of cultural practices for more than 1,200 years. The earliest peoples in the area were the Waitaha, who were succeeded by Ngāti Mamoe. Ngāti Mamoe were followed soon after by hapū who came to be known as Ngāi Tahu.

The coastline of Te tai o Mahaanui acted as an important route for trade and travel, while the water bodies and forests in the area provided a rich source of mahinga kai.

The abundance of resources in the area attracted European settlers from the 1800s. Christchurch became a centre for provincial government, as well as the market, logistics, services and education hub for the surrounding region. Farming was the city's first industry, reflecting the pre-eminence of the Waitaha / Canterbury region as a farming province.

The way that Christchurch and the towns in Selwyn and Waimakariri have grown over time has been enabled by the availability of flat land on the Canterbury Plains that is relatively easy to subdivide and service. The ~~introduction~~ **increased ownership** of the private car during the middle of the 20<sup>th</sup> century also enabled the urban area to develop beyond the inner city and along tram lines, to the suburbs and surrounding towns. The reliance on the car for travel has since become ingrained in the fabric of Greater Christchurch.

In 2010 and 2011, a series of earthquakes caused widespread damage to Greater Christchurch. It resulted in the permanent displacement of whole neighbourhoods in the eastern areas of Christchurch and in Kaiapoi, and demolition of many buildings in Christchurch's Central City. **This included demolition of a significant number of Heritage Listed buildings.** This led to a substantial shift of households and businesses to the western areas of Christchurch and towns in Selwyn and Waimakariri.

The private and public sectors have made considerable investments since. The Central City in particular has benefitted from modern infrastructure, new civic assets, urban realm improvements, and large residential and commercial developments. The rebuild of the Central City has been the most ambitious urban renewal project in Aotearoa New Zealand's history and is once again a place that is attractive to people and businesses.

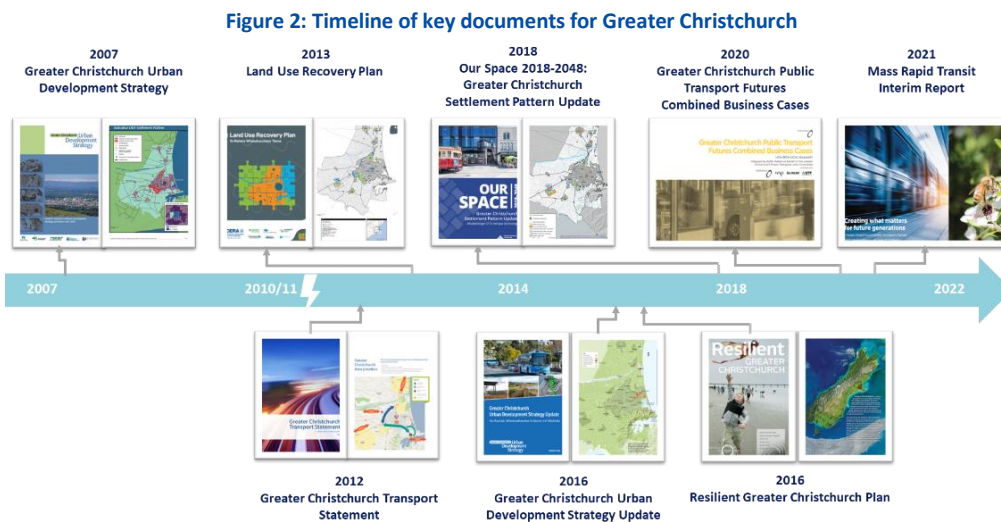
Greater Christchurch's population **exceeds of around** half a million people, ~~which~~ represents more than 80 percent of the Waitaha / Canterbury population and almost half of the Te Waipounamu / South Island population. Strong population growth in Greater Christchurch over recent years reflects its highly valued lifestyle, including the easy access to green spaces and the outdoors, the sense of community, the relative affordability of living, and the growing vibrancy. It's also benefitted from immigration, which has created a rich and diverse population.

Greater Christchurch has developed into the primary economic hub and commercial centre for the Waitaha / Canterbury region and Te Waipounamu / South Island, supporting a number of nationally important economic assets. This includes a large business sector, four tertiary institutions, a number of research institutions, an international airport, a sea port and two inland ports.

## Planning and policy context

### Building on previous growth strategies

The first strategic growth strategy developed for Greater Christchurch was the Greater Christchurch Urban Development Strategy in 2007 (which was updated in 2016). The collaborative work of the Greater Christchurch Partnership since has been guided by this strategy, including the planning undertaken to accommodate the large number of households and businesses displaced after the earthquakes in 2010 and 2011.

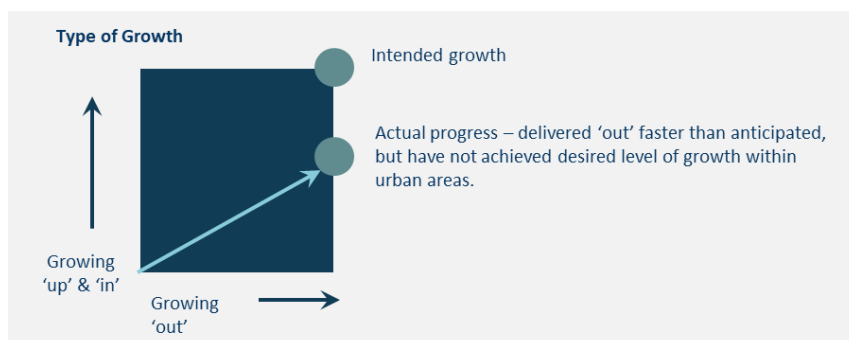


This Spatial Plan builds on and replaces the previous plans and strategies developed for Greater Christchurch, but does not seek a fundamental change from their strategic direction.

It provides an up-to-date look at how Greater Christchurch has evolved over recent years, and the strategic opportunities and challenges for taking the city region forward.

It recognises that Greater Christchurch has seen growth through the expansion of urban areas happen faster than anticipated and growth through intensification of urban areas not achieve anticipated levels. This was a by-product of the earthquakes and an acknowledged divergence from the planned growth direction.

**Figure 3: Intended versus actual pattern of growth**

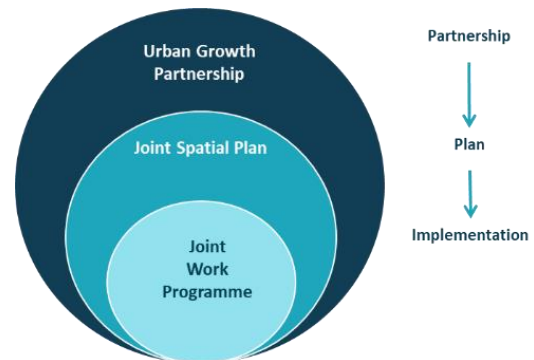


## Delivering on national direction

The Spatial Plan has been prepared under the Urban Growth Agenda – a central government programme to improve coordination between central government, local government and mana whenua in high growth urban areas.

The Spatial Plan is the first priority of the Urban Growth Partnership for Greater Christchurch – the Whakawhanake Kāinga Komiti. The Komiti's priorities strongly align with the objectives of the Urban Growth Agenda and wider national direction, and reflects the issues facing Greater Christchurch.

Figure 4: Components of the Urban Growth Partnerships programme



## Whakawhanake Kāinga Komiti's priorities

Create a well-functioning and sustainable urban environment. Priority will be given to:

- Decarbonising the transport system
- Increasing resilience to natural hazards and the effects of climate change
- Accelerating the provision of quality, affordable housing
- Improving access to employment, education and services.

**The Spatial Plan satisfies the requirements of a future development strategy under the National Policy Statement on Urban Development. This includes setting out how well-functioning urban environments will be achieved, and how sufficient housing and business development capacity will be provided to meet expected demand over the next 30 years.**

Relevant national **policy direction that has informed the Spatial Plan** includes the ~~National Policy Statement on Urban Development~~, Government Policy Statement on Housing and Urban Development, Government Policy Statement on Land Transport, the Emissions Reduction Plan, and **every other** national policy statements relating to highly productive land and freshwater management **under the Resource Management Act 1991.**

~~The Spatial Plan satisfies the requirements of a future development strategy under the National Policy Statement on Urban Development. This includes setting out how well-functioning urban environments will be achieved, and how sufficient housing and business development capacity will be provided to meet expected demand over the next 30 years.~~

What this national direction requires of the Spatial Plan is summarised below.

### **Well-functioning urban environments**

Contribute to well-functioning urban environments, which at a minimum:

- Have or enable a variety of homes that meet the needs, in terms of type, price and location, of different households; and
- Have or enable a variety of homes that enable Māori to express their cultural traditions and norms; and
- Have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and
- Have good accessibility for all people between housing, jobs, community services, natural spaces and open spaces, including by way of public or active transport; and
- Support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and
- Support reductions in greenhouse gas emissions; and
- Are resilient to the likely current and future effects of climate change.

### **A low emissions future**

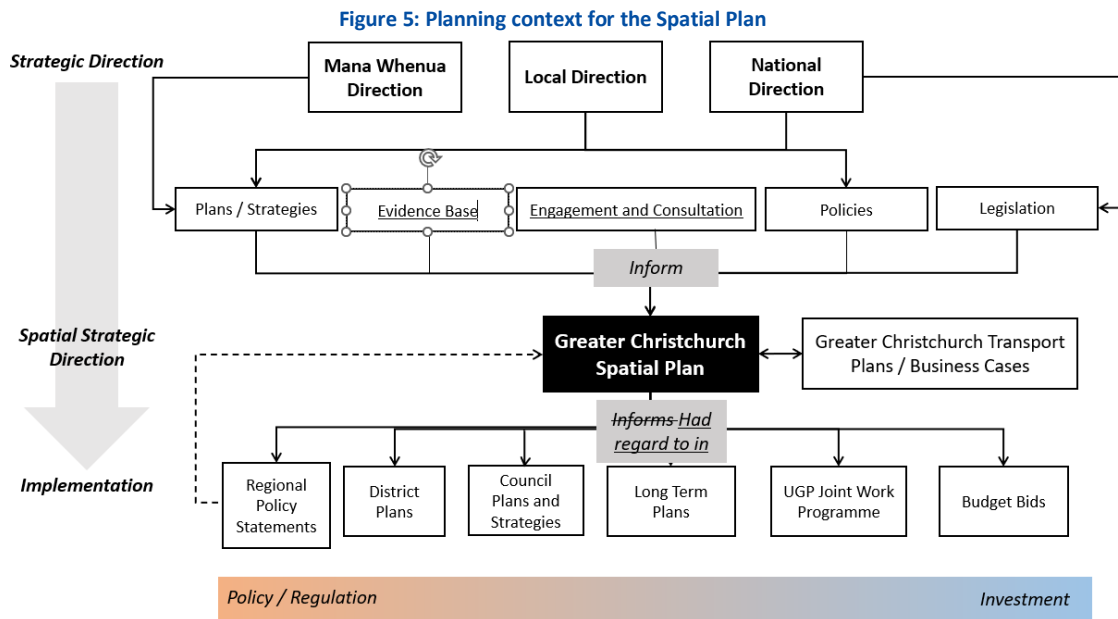
Plan for an urban form and transport system that substantially reduces greenhouse gas emissions, including supporting a transformational shift in transport choices.

### **A healthy natural environment**

Protect highly productive land for food and fibre production, manage water bodies in a way that gives effect to Te Mana o te Wai, and conserve the natural environment for the benefit of future generations.

## Aligning with local and regional planning processes

The Greater Christchurch councils are also progressing their own local and regional planning processes. Many of these have informed the Spatial Plan and some will help implement the direction of the plan.



Related planning processes currently underway:

- Councils are implementing the Medium Density Residential Standards from the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act. Christchurch City Council notified changes to its District Plan in March 2023. Selwyn and Waimakariri District Councils have incorporated changes into their district plan reviews as variations, with decisions expected mid-2023 for Selwyn and the last quarter of 2024 for Waimakariri.
- Selwyn and Waimakariri District Councils are reviewing their district plans. For Selwyn, hearings are underway with decisions expected mid-2023. For Waimakariri, hearings will run from May 2023 to May 2024 with decisions expected late-2024.
- Canterbury Regional Council is reviewing the **regional planning framework for Canterbury. A new Regional Policy Statement is expected to be notified at the end of 2024. This process seeks to align the regional planning framework with national direction such as the National Policy Statement for Freshwater Management 2020, including Te Mana o te Wai. It also includes a review of the airport noise contours relating to Christchurch International Airport, mapping of highly productive land, and development of developing significance criteria for new greenfield areas, as well as the Regional Coastal Environment Plan and the Land and Water Regional Plan.** This review will also continue to consider, and direct, how to manage urban growth in balance with activities that occur in the rural environment.
- **The Christchurch City Council is undertaking a Coastal Hazards Adaptation Framework with its coastal communities to create adaptive pathways to respond to coastal hazard risks. It is anticipated that this work will inform future changes to the District Plan. The Selwyn and Waimakariri District Councils are currently in the early phase of their coastal hazard adaptation work. All three councils, along with Environment Canterbury, other territorial authorities in**



**Waitaha Canterbury and papatipu rūnanga, have been involved in the Canterbury Climate Risk Assessment published in early 2022 through the Canterbury Mayoral Forum. It is also anticipated that a signalled new law ‘the Climate Adaptation Act’ will assist in responding to complex legal and technical issues associated with coastal hazard risks if and when it is enacted by the Government.**

### Mahaanui Iwi Management Plan

The Mahaanui Iwi Management Plan is an expression of kaitiakitanga and rangatiratanga from the six Papatipu Rūnanga with mana whenua rights over the lands and waters within the takiwā from the Hurunui River to the Hakatere River, and inland to Kā Tirititi o Te Moana – an area that encompasses Greater Christchurch. It is first and foremost a planning document intended to assist Papatipu Rūnanga participate in all aspects of natural and environmental management. It provides a comprehensive suite of objectives and policies that identify values, priorities and processes that should be followed in the restoration and protection of the natural environment, as well as the planning and development of urban areas. It has been a key background document to inform the development of the Spatial Plan.

## Looking to the future

Greater Christchurch is well placed for much greater population and economic growth.

The latest projections from Stats NZ indicate Greater Christchurch's population ~~will~~ **could** grow from a population of approximately ~~530,000~~ **half a million** to ~~more than~~ **around** 700,000 by 2051. ~~This is around 170,000 more people and 77,000 more households.~~

If Greater Christchurch was to grow at the rate seen over the last 15 years, then it could reach a population of 700,000 within the next ~~25 to 30 years~~ and **in time** one million ~~within the next 60 years~~, doubling the size of today's population.

This growing population will become more ethnically diverse, with people identifying as Māori, Pacifica and Asian forming a larger share of the young people and working-age population. As the population ages and becomes more diverse, it's critical that a range of housing types and models of community living are provided so people can stay in their communities through different stages of their lives, and live with their whānau and friends.

Recent investments in infrastructure, buildings, assets and communities provides the opportunity to attract more people, business and investment to the city region. This is critical to the future of Christchurch's Central City, which remains economically vulnerable. About 40,000 people now work in the Central City, which is below pre-earthquake levels and is particularly low compared with the 115,000 people working in the central business districts of Auckland and Wellington.

Moving to a net zero emissions future, along with building the capacity of communities and ecosystems to adapt to the impacts of climate change, will be major challenges over the coming decades.

### Mana whenua priorities and expectations

The Spatial Plan needs to reflect the values of mana whenua and give effect to their priorities and expectations. In summary, these expectations are that the Spatial Plan:

- Supports kāinga nohoanga on Māori Land, supported by infrastructure and improved accessibility
- Supports kāinga nohoanga within urban areas
- Protects Wāhi Tapu, Wāhi Taonga and Ngā Wai.

For mana whenua's priorities regarding the environment, refer to *Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people.*

## The spatial strategy

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Greater Christchurch has grown and changed throughout its history, and will continue to do so into the future. It is essential that the city region develops in a way that provides the best economic, social, cultural and environmental outcomes for its people and places, both for present generations and those still to come.

Six opportunities have been identified for how the Spatial Plan can help close the gap between the current and desired future states for Greater Christchurch, together with a number of directions that will guide the work of the partnership and individual partners to address these opportunities. Two overarching directions particularly shape the desired pattern of growth.

Five key moves have also been identified that will be fundamental to realising the transformational shifts required to achieve the desired future and support inter-generational wellbeing.

Together, these opportunities, directions and key moves make up the spatial strategy for Greater Christchurch. **There is no hierarchy between the opportunities, directions and key moves, as all will be collectively required to deliver the desired future state.** A visual representation of the strategy is provided in *Map 2*.

**Opportunities**

<p><b>#1</b> Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people’s physical and spiritual connection to these places</p>	<p><b>#2</b> Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change</p>	<p><b>#3</b> Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people</p>	<p><b>#4</b> Enable diverse, <u>quality</u>, and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs</p>	<p><b>#5</b> Provide space for businesses and the economy to prosper in a low carbon future</p>	<p><b>#6</b> Prioritise sustainable <u>and accessible</u> transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</p>
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**Overarching Directions**

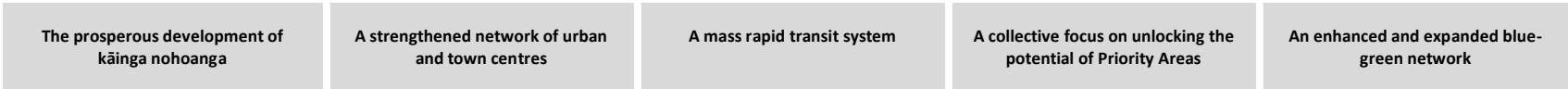
<p style="text-align: center;"><b>Focus growth through targeted intensification in urban and town centres and along public transport corridors</b> <b>Enable the prosperous development of kāinga nohoanga on Māori Land and within urban areas</b></p>					
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**Directions**

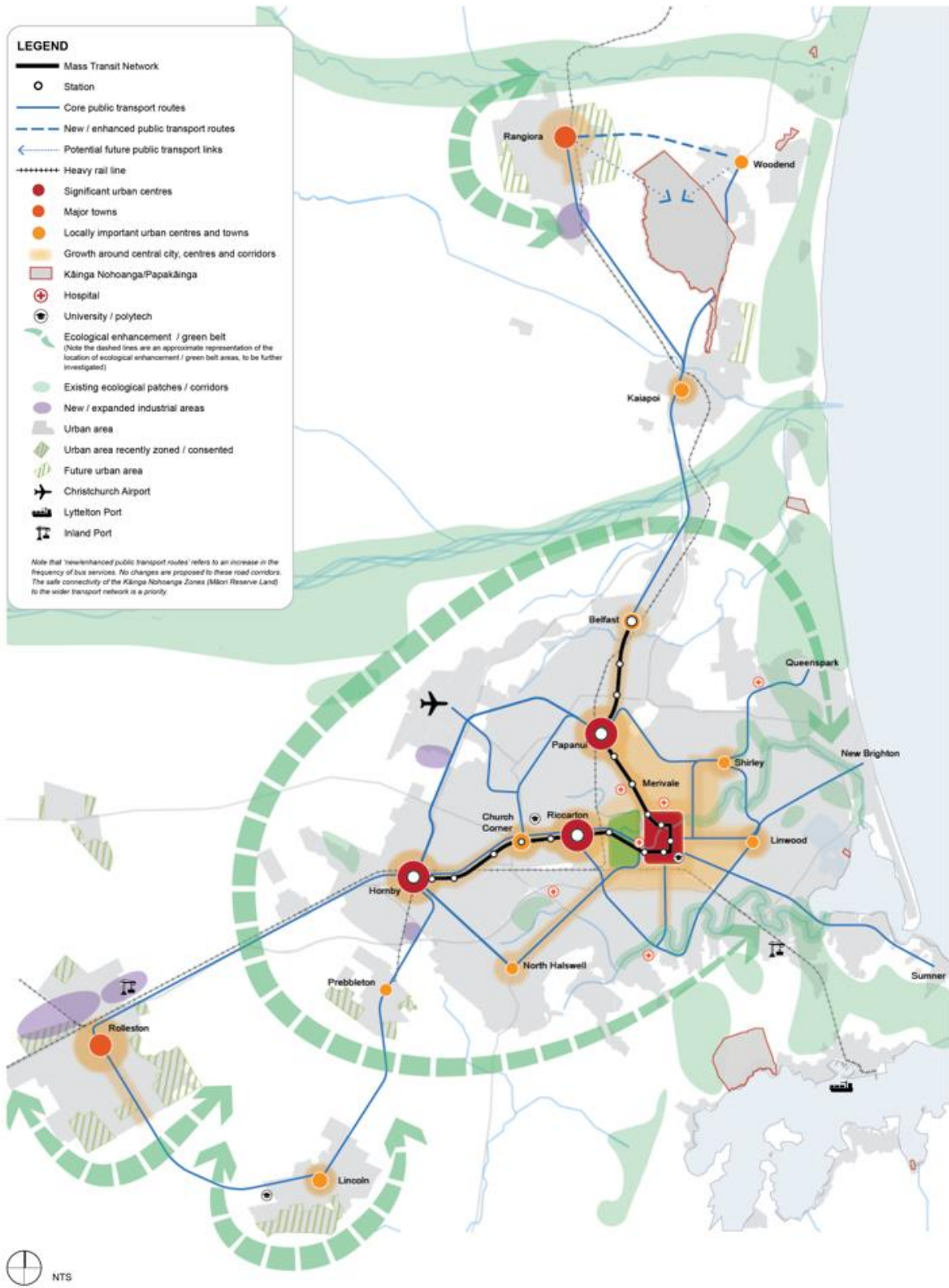
<p>1.1 <del>Avoid development over Wāhi Tapu</del> <b>Protect urban development from urban development</b></p> <p>1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai</p> <p><b><u>1.3 Protect, recognise, and restore historic heritage</u></b></p>	<p>2.1 Focus and incentivise growth in areas free from significant risks from natural hazards</p> <p>2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards</p>	<p>3.1 <del>Avoid development in</del> <b>Protect</b> areas with significant natural values</p> <p>3.2 Prioritise the health and wellbeing of water bodies</p> <p>3.3 Enhance and expand the network of green spaces</p> <p>3.4 Protect highly productive land for food production</p> <p>3.5 Explore the opportunity of a green belt around urban areas</p>	<p>4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas</p> <p>4.2 Ensure <b>at least</b> sufficient development capacity is provided or planned for to meet demand</p> <p>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</p> <p>4.4 Provide housing choice and affordability</p> <p>4.5 Deliver thriving neighbourhoods with quality developments, <b>quality housing</b> and supporting community infrastructure</p>	<p>5.1 <b>At least</b> sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network</p> <p>5.2 A well connected centres network that strengthens Greater Christchurch’s economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services</p> <p>5.3 Provision of strategic infrastructure that is resilient, efficient, <b>integrated</b> and meets the needs of a modern society and economy</p> <p><b><u>5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy</u></b></p> <p><b><u>5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.</u></b></p>	<p>6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micro mobility</p> <p>6.2 Significantly improve public transport connections between key centres</p> <p>6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga</p> <p>6.4 Develop innovative measures to encourage people to change their travel behaviours</p> <p>6.5 Maintain and protect connected freight network</p>
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**Note: The numbering of Opportunities and Directions does not indicate a hierarchy between these and is used only to assist with navigation of this plan.**

**Key moves**



Map 2: The Greater Christchurch spatial strategy (1 million people)



## Overarching directions

### Focus growth through targeted intensification in urban and town centres and along public transport corridors

The desired pattern of growth in Greater Christchurch that best delivers on the six opportunities is to focus household and business growth through greater intensification in urban and town centres, and along public transport corridors. Concentrating growth in this way has many benefits:

- Reduces urban expansion over Wāhi Tapu and Wāhi Taonga.
- Provides opportunities to restore and enhance the natural environment.
- Has the least impact on highly productive soils and most likely to deliver positive outcomes for air quality and water use.
- Is more likely to achieve policy directives for integrated planning (land and water).
- Provides a better opportunity to mitigate risks associated with natural hazards.
- Provides the best opportunity to achieve higher density housing consistent with trends showing an increased demand for smaller homes.
- Provides the best accessibility and would support lower vehicle kilometres travelled and greenhouse gas emissions from transport.
- Provides the best opportunities for economic agglomeration and achieves more efficient and effective use of land and resources.
- Provides economies of scale to fund delivery.

### Enable the prosperous development of kāinga nohoanga on Māori Land and within urban areas

The prosperous development of kāinga nohoanga is fundamental to the future of Greater Christchurch. The Spatial Plan sets out the commitment of partners to deliver on mana whenua's priorities and expectations in regard to kāinga nohoanga. This includes enabling the development of kāinga nohoanga on Māori Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas to enable mana whenua to provide for their customs and wellbeing. Prosperous kāinga nohoanga is essential to achieving well-functioning urban environments.

## Key moves

### The prosperous development of kāinga nohoanga

#### On Māori Reserve Land

In 1848, the Crown acquired some 20 million acres of land from Ngāi Tahu through the Canterbury Deed of Purchase. The terms agreed as part of the land purchase included the setting aside of kāinga nohoanga (translated as places of residence) as self-governing reserves.

With each reserve came the rights to mahinga kai; to develop land (including subdivision) and community facilities; to develop a sustainable and growing economic base to sustain future generations; and an enduring timeframe – meaning that the reserves would belong to the people and their descendants without impediment for all of the future.

Within Greater Christchurch, Māori Reserve Land is located at:

- MR875, Rāpaki (zoned Papakāinga/Kāinga Nohoanga)
- Tuahiwi MR873 (proposed to be zoned Special Purpose Kāinga Nohoanga)
- Kaiapoi Pā (proposed to be zoned Special Purpose Kāinga Nohoanga)
- Pūharakekehenui MR892 (zoned Rural)
- MR959 east side of Te Waihora (zoned Rural)

The Crown's agreement to the development and governance of the reserves has never been fulfilled.

Multiple statutes have removed these rights, including successive planning statutes from the Town and Country Planning Act 1953 to the Resource Management Act 1991. Through this legislation, Māori Reserves have been zoned as Rural – preventing subdivision, housing, social ~~and educational~~ infrastructure, **educational facilities** and the development of prosperous economic activities. This has impacted the prosperity and wellbeing of mana whenua.

Since 2015, there have been changes made to the Christchurch District Plan and the Proposed Waimakariri and Selwyn District Plans to remove zoning impediments to the development of Māori Reserves. While these changes have gone some way to providing for development of Māori Land, further changes are needed to remove residual impediments.

Further, strategic planning has failed to recognise kāinga nohoanga as it does not fit the western paradigm of residential, commercial, industrial and rural activities. Accordingly, Māori Land has never been identified as a future or priority development area towards which investment should be directed.

The changes that have been made to district plans have not, in all cases, been supported with investment for infrastructure. This largely reflects that councils are geared towards the development of staged residential subdivisions, leaving tikanga and the inter-generational development of Māori Land and kāinga nohoanga to fall outside operational processes, and to later and unknown commitments and delivery.

In particular, infrastructure has become a significant barrier to the development of Māori Land within MR873 at Tuahiwi. It is also noted that MR892 and MR959 should be rezoned for Kāinga Nohoanga purposes.

Partnership and work between mana whenua and councils is needed to remove residual planning barriers to the development of Māori Land in the Papakāinga / Kāinga Nohoanga Zone in the Christchurch District Plan and the proposed Special Purpose (Kāinga Nohoanga) Zone in Waimakariri. Infrastructure is also required to service Māori Land within the full extents of the original Māori Reserves, with a specific focus on MR873 at Tuahiwi. This investment includes improved accessibility via public and active modes of transport.



**Within urban areas**

Many Māori live within Greater Christchurch's urban area where housing is typically provided through general residential, medium and high density zoning – none of which contemplate or appropriately provide for kāinga nohoanga as a housing outcome. Consequently, the cultural needs of Māori have been overlooked.

The National Policy Statement on Urban Development requires that a well-functioning urban environment has, or enables, a variety of homes, and that this includes homes that enable Māori to express their cultural traditions and norms. Similarly, the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act allows amendments to district plans to enable papakāinga. This is not limited to specific geographic areas, such as Māori Reserves, or any particular urban zoning. This necessitates dispensing with those policies that previously limited cultural housing initiatives to Māori Reserves.

Partnership and work between mana whenua and councils is also needed to create a planning framework that will enable kāinga nohoanga within the urban areas of Greater Christchurch.

## A strengthened network of urban and town centres

There is a network of urban and town centres across Greater Christchurch. They vary by the populations they serve, the range of activities and services they provide, and their level of accessibility by public transport.

Defining the role and function of these centres helps to plan their ongoing development as focal points for their communities, and in some cases, as the focus for significant growth in the future.

Centre	Purpose	Locations
<b>Significant urban centres</b>	Focusing employment and service functions in a small number of integrated, significant employment centres and major towns to improve the productivity and growth of economic activity, attract additional business investment, support a vibrant and viable Central City, and better leverage and integrate economic assets.	<ul style="list-style-type: none"> <li>• Central City (primary centre)</li> <li>• Riccarton corridor</li> <li>• Hornby</li> <li>• Papanui / Merivale corridor</li> <li>• Papanui</li> </ul>
<b>Major towns</b>		<ul style="list-style-type: none"> <li>• Rolleston</li> <li>• Rangiora</li> </ul>
<b>Locally important urban centres and towns</b>	Supporting greater intensification of people, services and employment to provide better co-location of people with amenities and employment, and provide better connections through public and active modes of transport.	<ul style="list-style-type: none"> <li>• Shirley</li> <li>• Linwood</li> <li>• North Halswell</li> <li>• Belfast / Northwood</li> <li>• Lincoln</li> <li>• <b><u>Prebbleton</u></b></li> <li>• Kaiapoi</li> <li>• Ravenswood / Pegasus / Woodend</li> <li>• Key towns outside Greater Christchurch (including Darfield, Leeston, Oxford)</li> <li>• Corridors around other high-frequency public transport routes</li> </ul>
<b>Key business areas</b>	Providing space for industrial activity and employment primarily; with freight accessibility, as well as accessibility for workers via public and active modes of transport, being important.	<ul style="list-style-type: none"> <li>• Christchurch Airport / Russley</li> <li>• South of the Central City</li> <li>• Southern industrial spine (including iZone)</li> <li>• Port of Lyttelton</li> <li>• Other business areas</li> </ul>

The significant urban centres in Christchurch, and the major towns in Selwyn and Waimakariri, will have an important role to play in accommodating higher levels of growth in the future.

<p><b>Central City</b></p>	<p>The Central City will remain the primary centre for Greater Christchurch.</p> <p>The Central City is currently underperforming economically, which undermines its vibrancy and long term viability; limits economic concentration; and reduces the attractiveness of Greater Christchurch to business, tourism and talent. The opportunity is to strengthen the form and function of the Central City by:</p> <ul style="list-style-type: none"> <li>• Maintaining and supporting its primacy as the main leisure, tourism, economic and transport hub of Greater Christchurch</li> <li>• Incentivising, enabling and supporting it as a focal point for: <ul style="list-style-type: none"> <li>○ Business attraction, with significant increases in employment density, high-rise commercial developments, flagship retail, head offices and knowledge intensive services</li> <li>○ Redevelopment for the highest residential densities (ranging from 100 to 200 households per hectare), including multi-storey townhouses, apartments and mixed-use developments</li> </ul> </li> <li>• Transitioning the south and south-east general business and industrial areas to comprehensive higher density residential and mixed-use developments.</li> </ul>
<p><b>Riccarton corridor</b></p> <p>Hagley Park to Upper Riccarton</p>	<p>The opportunity is to develop the currently retail orientated areas of the Riccarton corridor for commercial development and business investment. There is the opportunity to extend knowledge-intensive services, high value jobs and innovative activity from the Central City, linking with the University of Canterbury, along the corridor; supported by high frequency public transport, and over time, mass rapid transit.</p> <p>There is also the opportunity to incentivise and provide for multi-storey townhouses and apartments, achieving average density yields ranging between 70 and 150 households per hectare.</p>
<p><b>Papanui / Merivale corridor</b></p> <p>Central City to Papanui</p>	<p>The opportunity is to build on the existing strong retail, hospital / health sector and tourism accommodation provision to provide an intensified corridor connecting through Merivale to the Central City; noting that the Papanui / Merivale corridor is primarily focused on residential (50 to 100 households per hectare), with limited commercial. There is the opportunity to leverage this potential mass rapid transit route.</p>
<p><b>Papanui</b></p>	<p>The opportunity is to build on this existing retail and service centre for north Christchurch to provide higher density residential (70 to 100 households per hectare), and address poor quality urban form through regeneration and significant brownfield redevelopment opportunities. The opportunity is to provide a stronger, higher quality northern service centre in Papanui, with high density housing linked by high frequency public transport.</p>
<p><b>Hornby</b></p>	<p>The opportunity is to transition the current poor quality urban form of Hornby, which has a wide mix of business and industrial activities, low density and poor quality residential, and low tree cover, into the second sub-regional service centre after the Central City.</p> <p>Hornby is strategically positioned in relation to Christchurch Airport and the western areas of Greater Christchurch. There is the opportunity for regeneration and significant brownfield redevelopment to enhance its urban form, support community integration, and</p>

	provide a stronger and more integrated centre core with the transition of surrounding areas from industrial to high density residential (50 to 100 households per hectare).
<b>Rangiora</b>	<p>Rangiora is a key service and employment centre for surrounding areas; providing a mature and comprehensive offering of employment, retail and community facilities. Its residential stock is lower density.</p> <p>The opportunity is to intensify (residential and commercial) around Rangiora's town centre, while retaining its character.</p>
<b>Rolleston</b>	<p>Rolleston is a strong residential growth node with high quality community-infrastructure and a developing town centre providing retail and hospitality. The township is located beside iZone (an inland port and logistics hub). However, employment (commercial and industrial) is still low relative to the size of the population, with most people commuting to Christchurch for employment.</p> <p>In the short term, the opportunity is to build Rolleston's commercial centre, with higher density residential commensurate with its population.</p>

## A mass rapid transit system

A strengthened urban and town centres network in Greater Christchurch will need to have strong connections between centres. This will require more realistic and viable alternatives to private car use.

Mass rapid transit will not only be a transport enhancement to Greater Christchurch's infrastructure, but also a 'city shaping' initiative that is fundamental to the shift in urban form required to help achieve a net zero emissions future.

### What is mass rapid transit?

Mass rapid transit is a high frequency and capacity public transport service that runs on a dedicated transport corridor, using modern high quality vehicles. These corridors prioritise public transport, as well as people on foot and bike. Mass rapid transit would be a core component of the public transport network, supported by bus services. It would be a step up from current public transport services in Greater Christchurch.

Key to the success of mass rapid transit in Greater Christchurch:

- **Reliability:** Mass rapid transit vehicles are separated from cars and given priority at intersections, which allows for public transport to be consistently on-time.
- **Speed:** Mass rapid transit travel times are similar if not faster than travelling by car.
- **Frequency:** By operating more regularly, mass rapid transit reduces wait times – 5 minutes or less on average.
- **Capacity:** Mass rapid transit vehicles are high capacity and able to move lots of people.

It is also being mentioned as 'turn-up-and-go' public transport services.

### The preferred route

The preferred route for mass rapid transit connects Christchurch's Central City with the key centres of Riccarton, Papanui, Hornby and Belfast (*see Map 3*). The route runs along Papanui Road and Main North Road to the north; Riccarton Road and Main South Road to the west; and along Tuam Street, Manchester Street and Victoria Street in the Central City.

The route provides several benefits:

- A significant proportion of Greater Christchurch's growth over the next 30 years will be focused along these corridors, so development is happening in the right locations.
- It encourages investment in higher density developments and mixed-use areas.
- It provides improved accessibility to key employment areas.

Connections between the districts and the Central City will be provided using direct bus services, including:

- Better intra-district public transport connections
- Direct bus services from the districts to the Central City, principally using the motorway corridors
- Direct connections to the mass rapid transit system
- 'Enhanced' park-and-rides.

## Phasing

The preferred route would likely be constructed in two phases to align with population growth and demand.

Phase one would focus on Christchurch's inner core between Church Corner and Papanui to support intensification around highly accessible centres.

Phase two would extend the route to interchanges in Belfast and Hornby.

**Map 3: Preferred mass rapid transit route – Phase 1 and 2**



## Modes

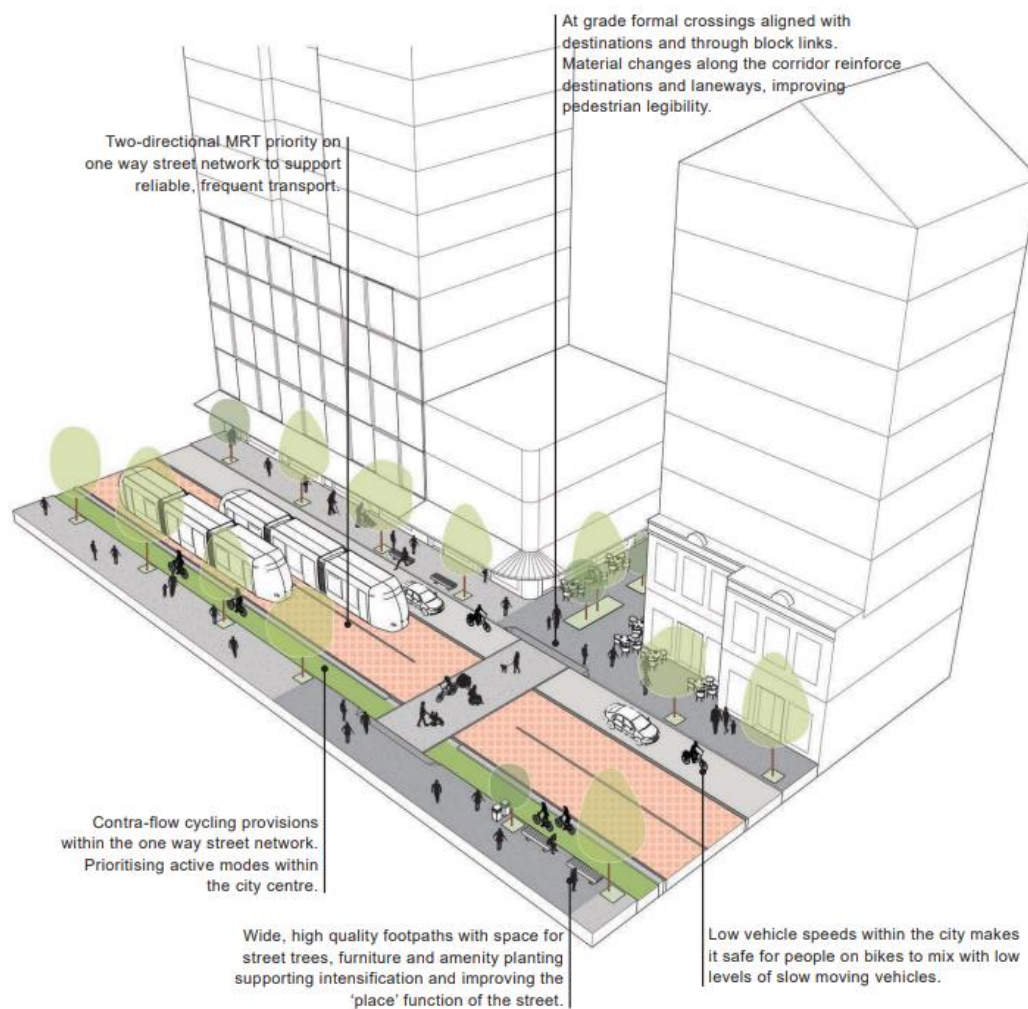
The preferred mass rapid transit route considers either a Light Rail service or a Metro bus service, as both modes have their own package of benefits and constraints. Further investigations will be undertaken in due course with respect to its adaptation to future growth, on its construction, operations and maintenance.

## Urban Design of the route and centres

The introduction of mass rapid transit would require some changes to the neighbourhoods located along the preferred route to maximise the benefits of mass rapid transit. These changes would activate streets around stations and better connect people to where they want to go. This includes prioritising walking and other modes of active transport, and improving their look and feel so they are attractive and safe.

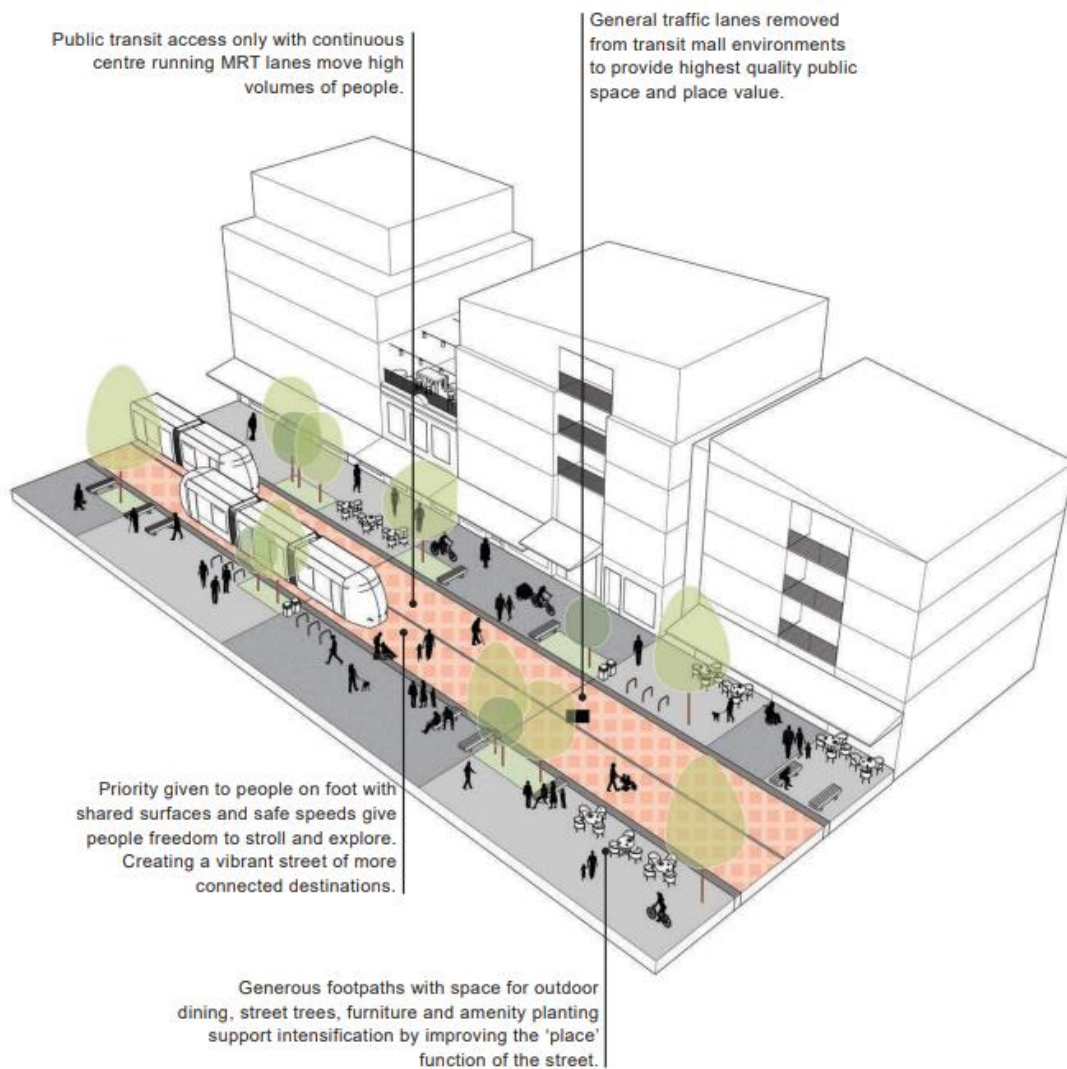
Wider streets along parts of the route would provide opportunities for green spaces, dedicated lanes for active travel and more generous footpaths.

Figure 6: Mass rapid transit neighbourhood urban realm concept



In other cases, the narrower road corridor makes it challenging to provide dedicated space for all users. Mass rapid transit would take up a large share of the road width, limiting the remaining space for other modes of transport. De-prioritising through-traffic within the corridor may be required in some instances, along with the introduction of transit malls, purchasing of land, compromising on the dedicated priority of mass rapid transit and grade separation of mass rapid transit from other vehicles.

Figure 7: Mass rapid transit mall urban realm concept



The success of a mass rapid transit system relies on a substantial shift in the urban form and in the way people travel, to be supported by a wide range of transport interventions as described in *Opportunity 6: Prioritise sustainable **and accessible** transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.*



## A collective focus on unlocking the potential of Priority Areas

### What are Priority Areas?

Priority Areas are a key tool from the Urban Growth Agenda. They provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment.

Typically, a Priority Area:

- Offers the opportunity for accelerated and/or significant development
- Is complex, in that achieving successful development at the required pace and scale requires a partnership approach
- Are in key locations where successful development gives effect to a spatial plan.

### Priority Areas arising from Te Tiriti Partnership

The Priority Areas for Greater Christchurch include areas arising from Te Tiriti Partnership. This recognises that supporting the prosperous development of kāinga nohoanga on Māori Reserves and within urban areas is a priority to be progressed on the basis of Te Tiriti o Waitangi relationships, and as part of partners giving effect to mana whenua's priorities and expectations.

Mana whenua have provided clear expectations for kāinga nohoanga within the original extents of Māori Reserves and within the urban areas of Greater Christchurch. Further work is required in partnership with mana whenua to identify how this priority can be advanced. The advice received to date is that:

- Development of Māori Land for housing, employment and community facilities is to be determined by mana whenua, and enabled and supported by investments in infrastructure by partners in agreement with mana whenua
- The Kāinga Nohoanga Strategy will provide the guidance for implementation of kāinga nohoanga on Māori Land
- Development of housing, employment and community facilities through kāinga nohoanga within urban areas is also a priority for mana whenua
- The Kāinga Nohoanga Strategy will provide direction to partners on how to support and enable kāinga nohoanga within urban areas.

The benefit of including kāinga nohoanga on Māori Reserves and within urban areas alongside other Priority Areas for Greater Christchurch is that they will be recognised as a joint Crown, local government and mana whenua Priority Area within the context of the Urban Growth Partnership framework.

### Priority Development Areas ~~arising from technical evaluation~~

The Priority Development Areas **have been** identified through technical evaluation **and** include areas that offer significant opportunities for change in Greater Christchurch. This includes accelerated urban development at the right scale, ~~environmental change to enhance resilience, or~~ **and** exemplar projects that ~~will reduce harm,~~ encourage behaviour change or **which can** be a catalyst for private investment.

Priority Development Areas provide the opportunity to accelerate development in locations that will support the desired pattern of growth.

### Priority Regeneration Area

Eastern Christchurch has ~~also~~ been identified as a Priority Regeneration Area. **This is**, ~~rather than a Priority Development Area,~~ to recognise the need for a partnership approach to:

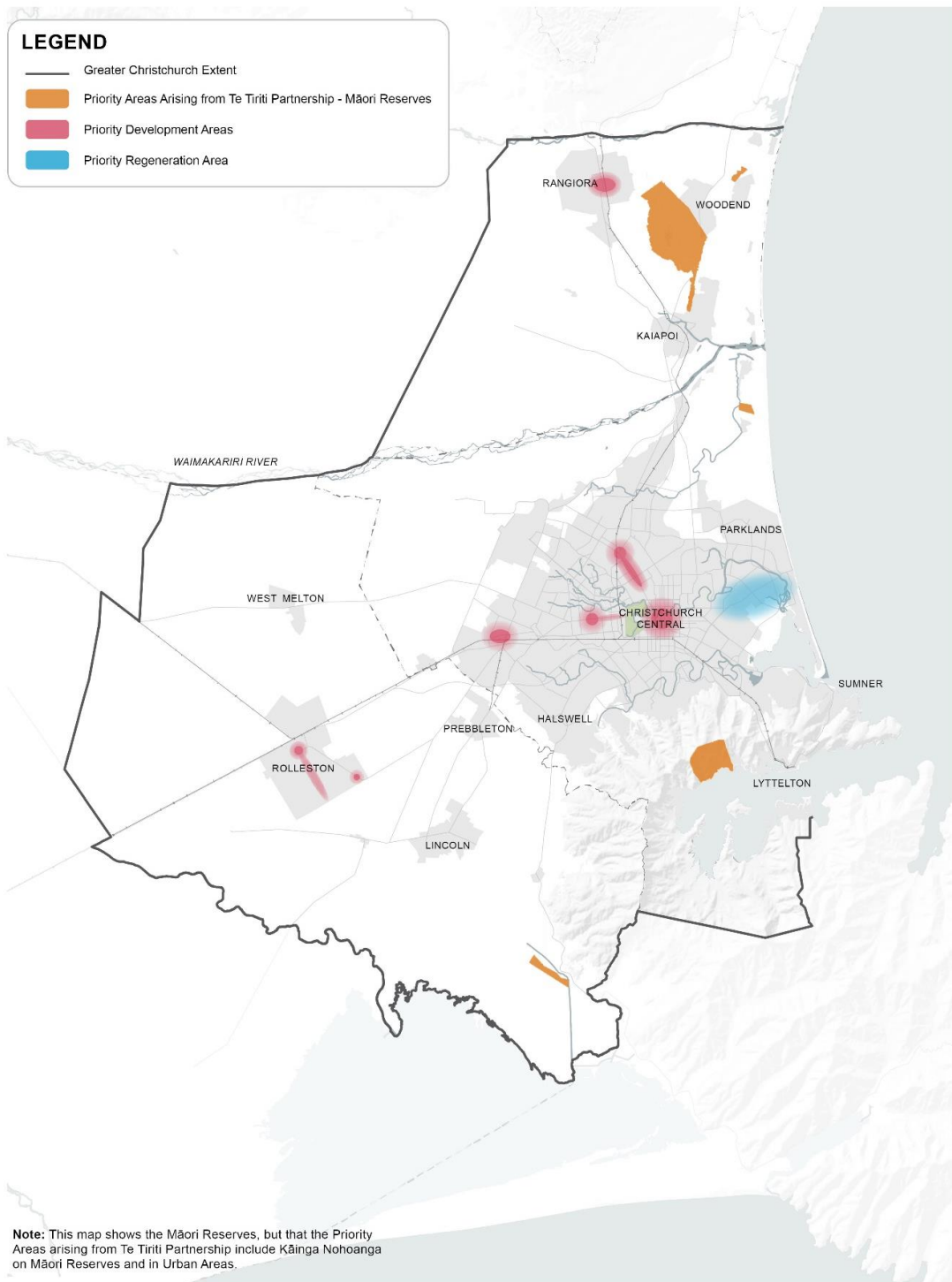
- **maximise opportunities for regeneration of housing and business areas in appropriate locations;**
- **improve accessibility to this area, including its significant recreational assets; and**
- support this area to adapt to the impacts of climate change and to strengthen resilience.

The broad locations of Greater Christchurch's Priority Areas is shown in *Map 4*. Further work is required to define the extent and description of some of these areas.

**Table 1: Priority Areas for Greater Christchurch**

Priority Areas arising from Te Tiriti Partnership	Priority Development Areas	Priority <u>Regeneration</u> Area	
Kāinga nohoanga on Māori Reserves and within urban areas	Rangiora Town Centre and surrounds	Eastern Christchurch area	
	Mass rapid transit phase one corridor		Papanui
			Central City
			Riccarton
	Hornby		
Rolleston Town Centre and surrounds			

Map 4: Priority Areas for Greater Christchurch



## An enhanced and expanded blue-green network

### What is a blue-green network?

A blue-green network provides an integrated, whole-of-system approach to the natural environment, the built environment and the interactions of people with these environments. It is a series of spaces and corridors that follow and connect water bodies, parks, green areas and the coast.

The blue elements of the network include rivers, streams, storm water drains and basins, wetlands, freshwater, and coastal water; while the green elements include trees, parks, forests, reserves and greenways.

### Principles

The vision to create an enhanced and expanded blue-green network in Greater Christchurch will be guided by ~~five~~ six principles:

- **Healthy waterbodies: Valuing, respecting, and prioritising the health and wellbeing of waterbodies, recognising the vital importance of water.**
- **Integration:** Combining green infrastructure with urban development and transport networks.
- **Connectivity:** Using a combination of green infrastructure, ecological restoration and urban design to connect people and communities with nature, and create linkages for flora and fauna.
- **Multi-functionality:** Delivering multiple ecosystem services simultaneously – restoring and enriching habitats for indigenous biodiversity, strengthening resilience to climate change, improving air quality, and increasing community access to recreational opportunities.
- **Regenerative:** Applying a holistic, whole-of-system approach that utilises development as an opportunity to replenish and restore natural processes, respond to climate change, and build community health and resilience.
- **Identity:** Recognising the unique identity of different areas and enhancing local features to create a sense of place.

### Integration of principles

The blue-green network principles provide a framework to guide the further work required to achieve the objectives of regenerating the natural environment and strengthening climate resilience.

These principles will be embedded into the work of the partnership and individual partners through:

- The planning and design of the Priority Areas in Greater Christchurch
- The review of councils' planning documents and strategies
- Identifying the best mix of legislative, regulatory, financial and market-based incentives to complement the application of planning provisions
- Supporting the development of local area plans, urban greening strategies and forest plans, new guidelines and regulations that support urban greening and increased tree canopy cover, and exemplar or demonstration projects.

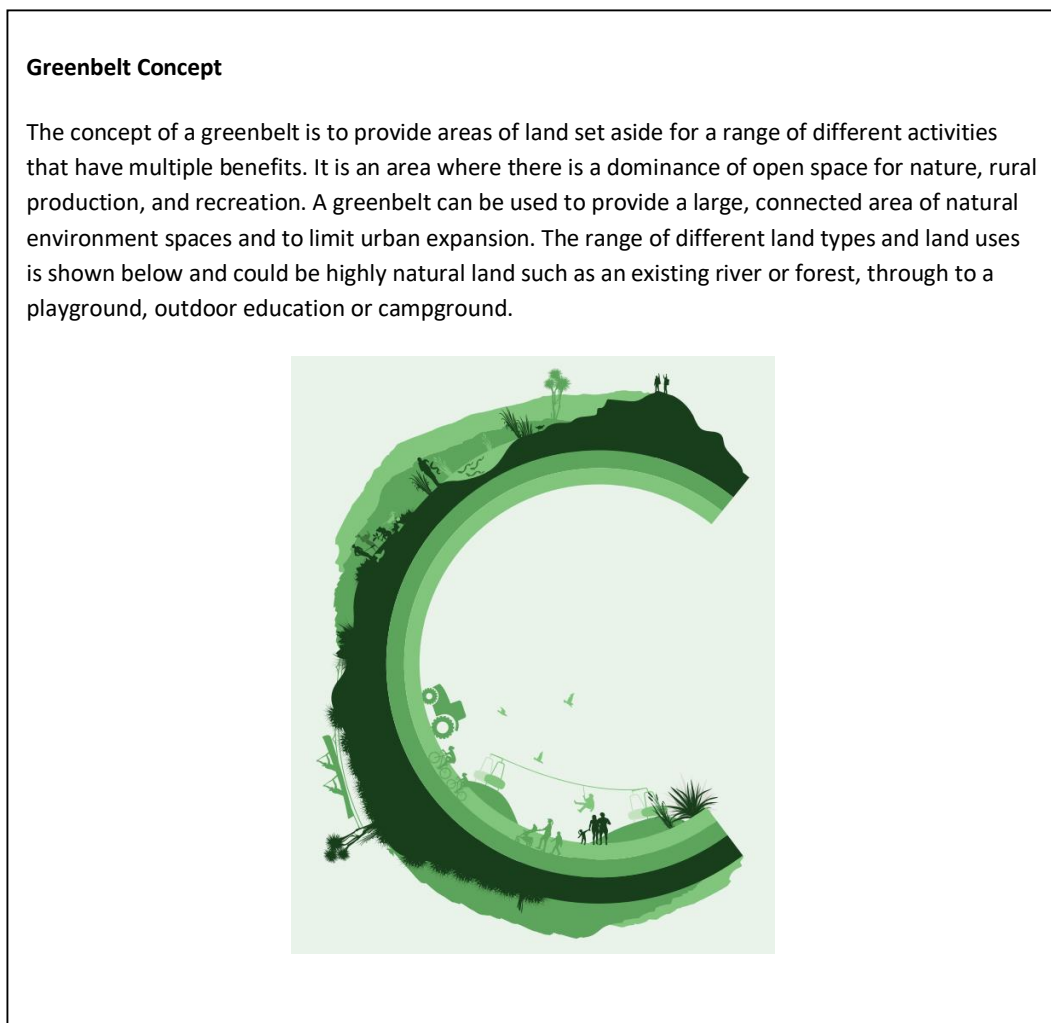
### Greater Christchurch blue-green network strategy

The partnership will develop an integrated blue-green network strategy that will:

- Provide a coordinated approach to delivering an enhanced and expanded blue-green network, reflecting the blue-green network principles and the directions outlined under *Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people*
- Spatially identify where priority improvements are required
- Include a blue-green network programme to deliver the strategy's outcomes, including project prioritisation and phasing, and funding mechanisms
- Identify associated planning protection mechanisms to facilitate implementation.

As part of developing the strategy, partners will further investigate a sub-regional green belt concept. Subject to the outcome of this work, a green belt plan could form part of the strategy or be a standalone document.

Figure 8: Green belt concept



## Part 1 – ~~Areas to protect, avoid and enhance~~ Growth in appropriate places

**To ensure that growth occurs in the right places, it is important to identify and map areas that require protection, and areas which need to be avoided or mitigated.** Identifying and mapping the areas to protect and avoid in the context of land development is important. This includes identifying areas to protect given their intrinsic values and importance, such as sites and areas of significance to Māori, and areas with significant natural features or landscapes; and areas to avoid given they are subject to natural hazards, **noting in some circumstances mitigation may also be appropriate.**

### Areas to protect

- Sites and areas of significance to Māori
- Environmental areas and features
- Groundwater protection zone
- Highly productive land
- Strategic infrastructure

### Areas to avoid or mitigate

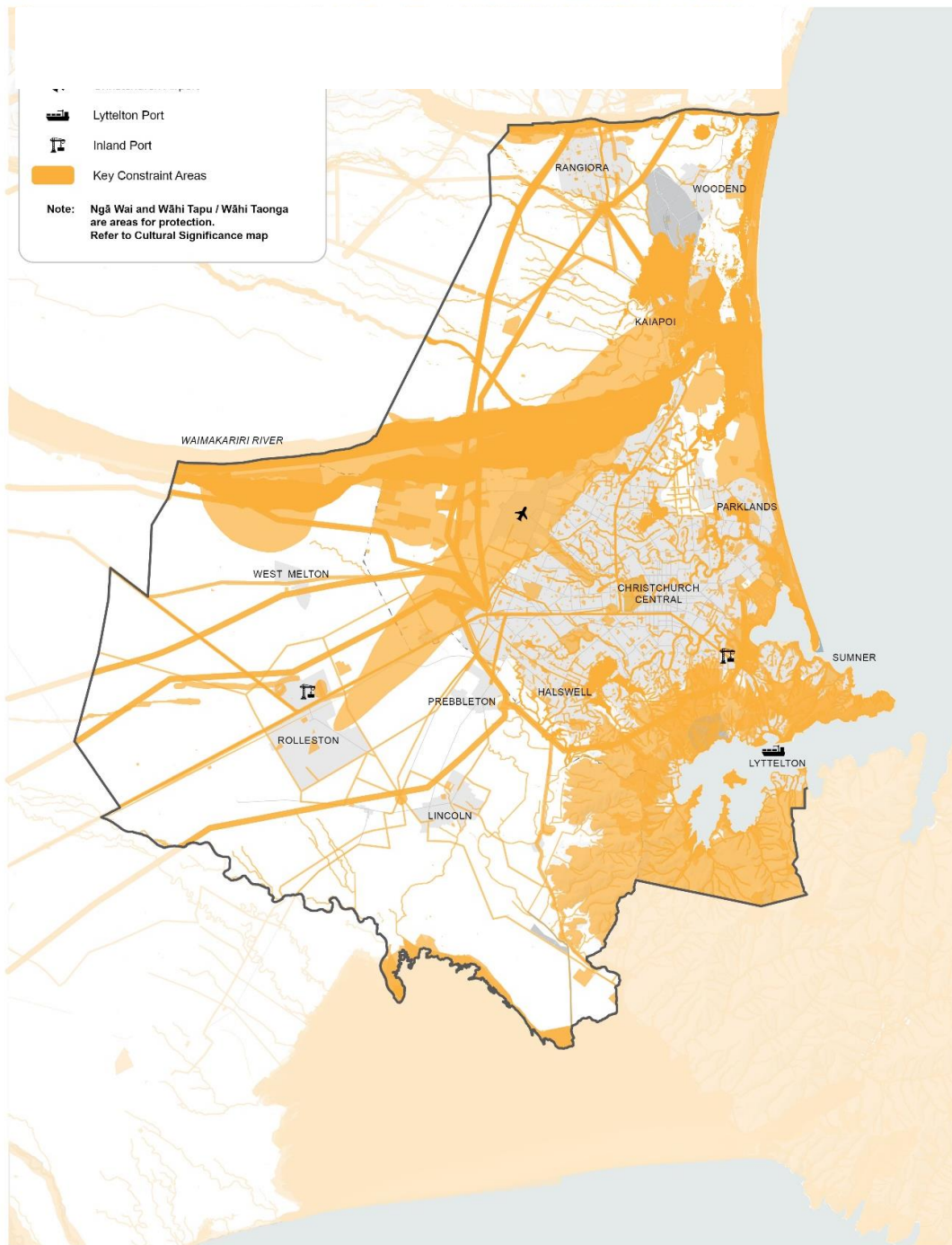
- Areas vulnerable to a high risk of flooding
- Areas vulnerable to a medium or high risk of coastal inundation, coastal erosion and tsunami inundation
- Areas at risk from rockfall, cliff collapse, mass movement and fault lines

The methodology and reasoning for identifying the areas to protect and avoid, **or potentially mitigate**, is set out in the *Areas to Protect and Avoid Background Report*. The sites and areas of significance to Māori have been identified by mana whenua for district plan processes. The sensitivity of these sites and areas to urban development is a matter for engagement with mana whenua – not as part of a technical assessment.

Layering all the areas to protect and avoid **or mitigate** on top of each other highlights the most constrained areas of Greater Christchurch for development (*see Map 5*). These areas include the eastern areas along the coastline, the Port Hills and Te Pātaka a Rākaihautū / Banks Peninsula, the areas to the north-west of Christchurch, and the areas surrounding Kaiapoi. These parts of the city region are affected by a variety of natural and man-made factors. The presence of Wāhi Tapu, Wāhi Taonga and Ngā Wai are also matters of further significance, where any urban encroachment will require engagement with and consideration by mana whenua.

It's important to note that the mapping in this section is based on the best available information from each council. It is acknowledged that for flood hazard areas, this map shows differing return periods as the basis for areas to avoid, **or mitigate**, based on the best available mapping information from each territorial authority. Where this map is used for the basis of assessment of specific locations of growth, the specific risk and mitigation framework applicable to the local authority area should be used.

**Map 5: Areas to protect and avoid - Key constraint areas**



## Opportunity 1: Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people’s physical and spiritual connection to these places

*The area that encompasses Greater Christchurch is part of a wider landscape that holds significant historic and contemporary cultural associations and importance for Ngāi Tahu whānui, reflecting their occupation of the area for more than 1,200 years. The Spatial Plan recognises the importance of protecting the sites and areas of significance to Māori for generations to come, and that Papatipu Rūnanga are the entities responsible for the protection of tribal interests within their respective takiwā. **The Greater Christchurch area also has sites and buildings that are of importance in reflecting the historic heritage of the area. The Spatial Plan recognises the importance of protecting these sites and areas, and integrating them into the urban environment for continued retention and viability.***

### Context

- There are many sites and areas of significance to Māori in the Greater Christchurch area, reflecting the historic occupation and movement of Māori across the landscape for over a thousand years.
- Recognition of a cultural landscape is important to Ngāi Tahu identity, as it affirms connections to place and in some instances the opportunity for continuing cultural practices.
- Identifying cultural landscapes provides for the protection of Wāhi Tapu and Wāhi Taonga.
- There is the opportunity to integrate te ao Māori into planning and designing the built form of Greater Christchurch, and re-establishing a cultural presence.
- Both Māori and European cultural and historic heritage contribute to the identity of the Greater Christchurch area. It is important these values are recognised and protected through the Spatial Plan for the benefit of current and future generations.

### Direction

- 1.1 ~~Avoid~~ **Protect** urban development over Wāhi Tapu **from urban development**
- 1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai
- 1.3 Protect, recognise, and restore historic heritage**



## Direction

### *1.1 ~~Avoid urban development over~~ **Protect Wāhi Tapu from urban development***

### *1.2 **Protect, restore and enhance Wāhi Taonga and Ngā Wai***

The Greater Christchurch area encompasses a number of sites and areas of significance to Māori (see Map 6). This includes those recognised as Wāhi Tapu, Wāhi Taonga, Ngā Tūranga Tūpuna and Ngā Wai.

The protection of sites and areas of significance to Māori for the benefit of current and future generations is essential to the cultural identity of Greater Christchurch, acknowledging that their protection is a matter for engagement with mana whenua. It is important that the relationship mana whenua has with these sites and areas is able to be maintained and enhanced, which means urban development must be in locations that do not impact on them.

#### **Wāhi Tapu**

Wāhi Tapu are sites and places that are culturally and spiritually significant to the history and identity of mana whenua. They include sites such as urupā, pā, maunga tapu, kāinga, tūranga waka and places where taonga have been found. The term is generally applied to places of particular significance due to an element of sacredness or some type of restriction as a result of a specific event or action. Wāhi Tapu sites are to be protected according to tikanga and kawa to ensure the sacred nature of those sites is respected.

#### **Wāhi Taonga**

Wāhi Taonga are treasured places that have high intrinsic value and are valued for their capacity to shape and sustain the quality of life, and provide for the needs of present and future generations. Access to these areas is important to Ngāi Tahu identity.

#### **Ngā Tūranga Tūpuna**

Ngā Tūranga Tūpuna are broader landscapes within which there are concentrations of a range of culturally significant sites. The maintenance of the integrity of these environments is an important outcome.

#### **Ngā Wai**

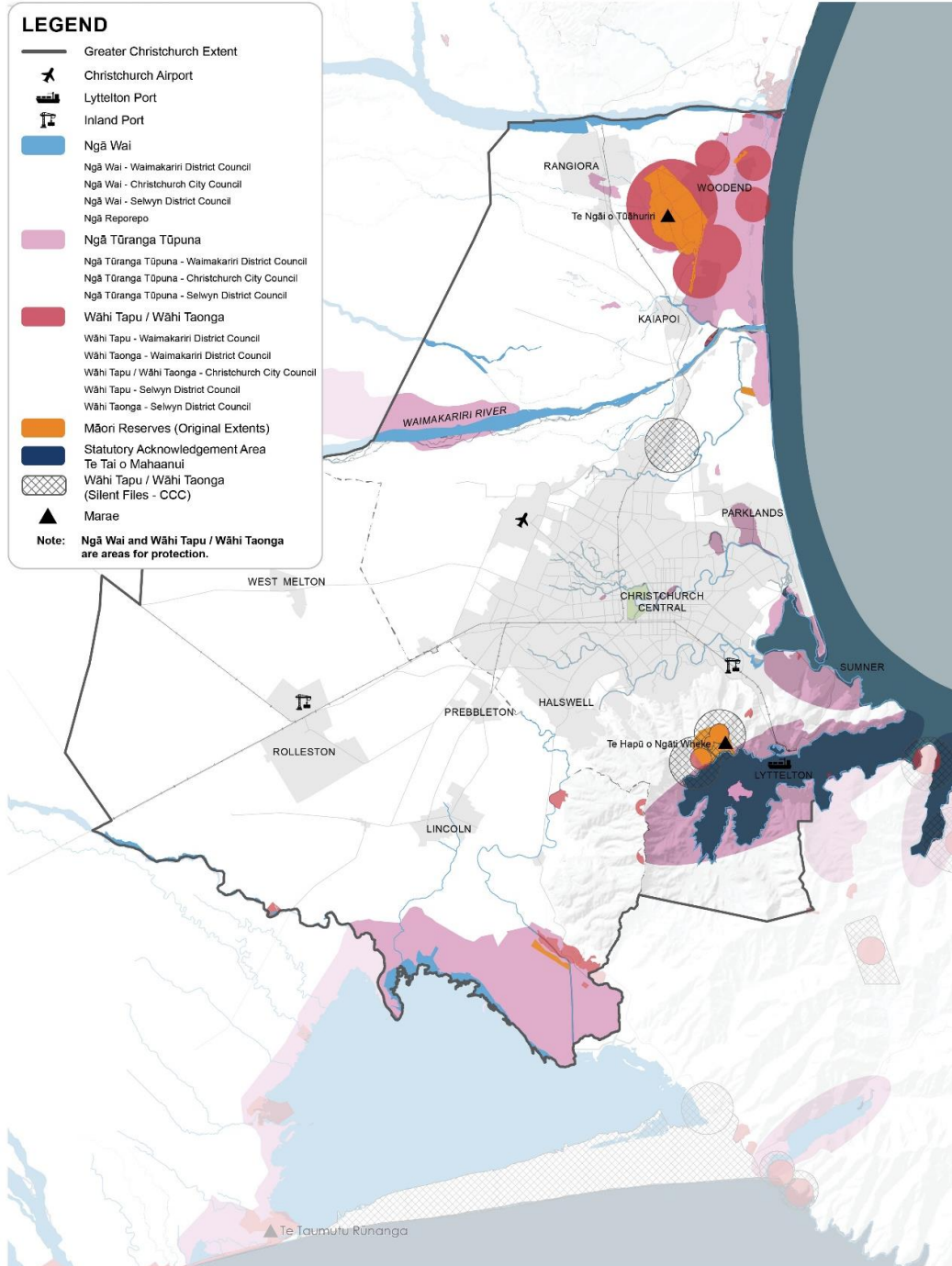
Ngā Wai encompasses water bodies and their margins, and include ngā awa (rivers), ngā roto (lakes), ngā hāpua (coastal lagoons), ngā repo (wetlands) and ngā puna (springs).

The entire coastline of Te Tai o Mahaanui is recognised as Ngā Wai. Te Ihutai / Avon-Heathcote Estuary, and the Ōtākaro / Avon, Ōpawaho / Heathcote and Pūharakekenui / Styx rivers, and a number of their tributary streams, in Christchurch City are identified as Ngā Wai. Throughout the Selwyn and Waimakariri districts, a variety of rivers are also identified as Ngā Wai, including the Waimakariri and some of its tributaries, the Waikirikiri / Selwyn and Hurutini / Halswell, along with Te Waihora / Lake Ellesmere.

### ***1.3 Protect, recognise, and restore historic heritage***

Greater Christchurch has many significant heritage sites, areas, and associated values, which should be recognised in urban development and protected from inappropriate activities. In providing this protection there will be tension with the direction for greater intensification and the pressures this may bring on historic heritage sites and areas. The challenge to this will be how to achieve the protection of historic heritage while providing for greater intensification in a changing urban environment.

#### Map 6: Sites and areas of significance to Māori



## Opportunity 2: Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change

*There are some areas of Greater Christchurch that are subject to significant risks from natural hazards and the effects of climate change. The Spatial Plan ensures that future development is directed away from these areas, investment in infrastructure reduces exposure and the resilience of communities in these areas is increased by taking action.*

### Context

- Climate change is increasing the likelihood of more frequent and severe natural hazards, including storms, flooding, coastal inundation and erosion, land instability, heat waves, droughts, high winds, and fires; as well as slower onset effects such as sea level rise.
- Low-lying coastal areas are particularly exposed to natural hazards, such as flooding and tsunamis.
- Climate change is already impacting local ecosystems and communities, and is disproportionately affecting mana whenua and vulnerable communities.
- Essential infrastructure is at risk, with the potential for disruption to power, transport and water supply during an extreme natural hazard event. These impacts could have serious consequences for human health, livelihoods, assets and the liveability of places.
- The decisions made now on how urban areas will grow and change will influence the patterns of exposure and vulnerability to natural hazards in the future.
- Focusing growth away from hazardous locations, investing in infrastructure that reduces exposure and adapting urban areas by incorporating functional elements into the blue-green network can all help to reduce some of the risks.
- In a global context, greenhouse gas emissions on a per capita basis are extremely high in Greater Christchurch. An emissions inventory for Christchurch City for the 2018/19 financial year showed that more than half of its total emissions came from the transport sector. **It is acknowledged that achieving a low carbon future for greater Christchurch will require the provision of reliable renewable energy.**

### Direction

- 2.1 Focus and incentivise growth in areas free from significant risks from natural hazards
- 2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards

## Direction

### 2.1 Focus and incentivise growth in areas free from significant risks from natural hazards

A number of areas in Greater Christchurch are vulnerable to flooding, particularly in the low-lying eastern areas of Christchurch and areas surrounding Kaiapoi; while coastal areas are vulnerable to sea level rise, coastal inundation and erosion, and tsunamis (*see Map 7*).

Earthquakes are also a significant risk factor. The related risks of cliff collapse, rockfall and mass movement are constraints on development that particularly affect the hill suburbs of Christchurch.

It is essential that urban development is directed away from areas that are at significant risk from natural hazards **where that risk cannot be reduced to acceptable levels**, to ensure the safety and wellbeing of people, and the protection of buildings, infrastructure and assets. This will also reduce levels of exposure to the effects of climate change.

There are also some areas subject to natural hazards, but where these risks can be **more easily** mitigated by building differently, such as increasing the floor levels of a building or ensuring building foundations meet a higher standard. These areas, **which include parts of the Port Hills and large areas of the floodplains**, are categorised as having negotiable **moderate** constraints (*see Map 8*).

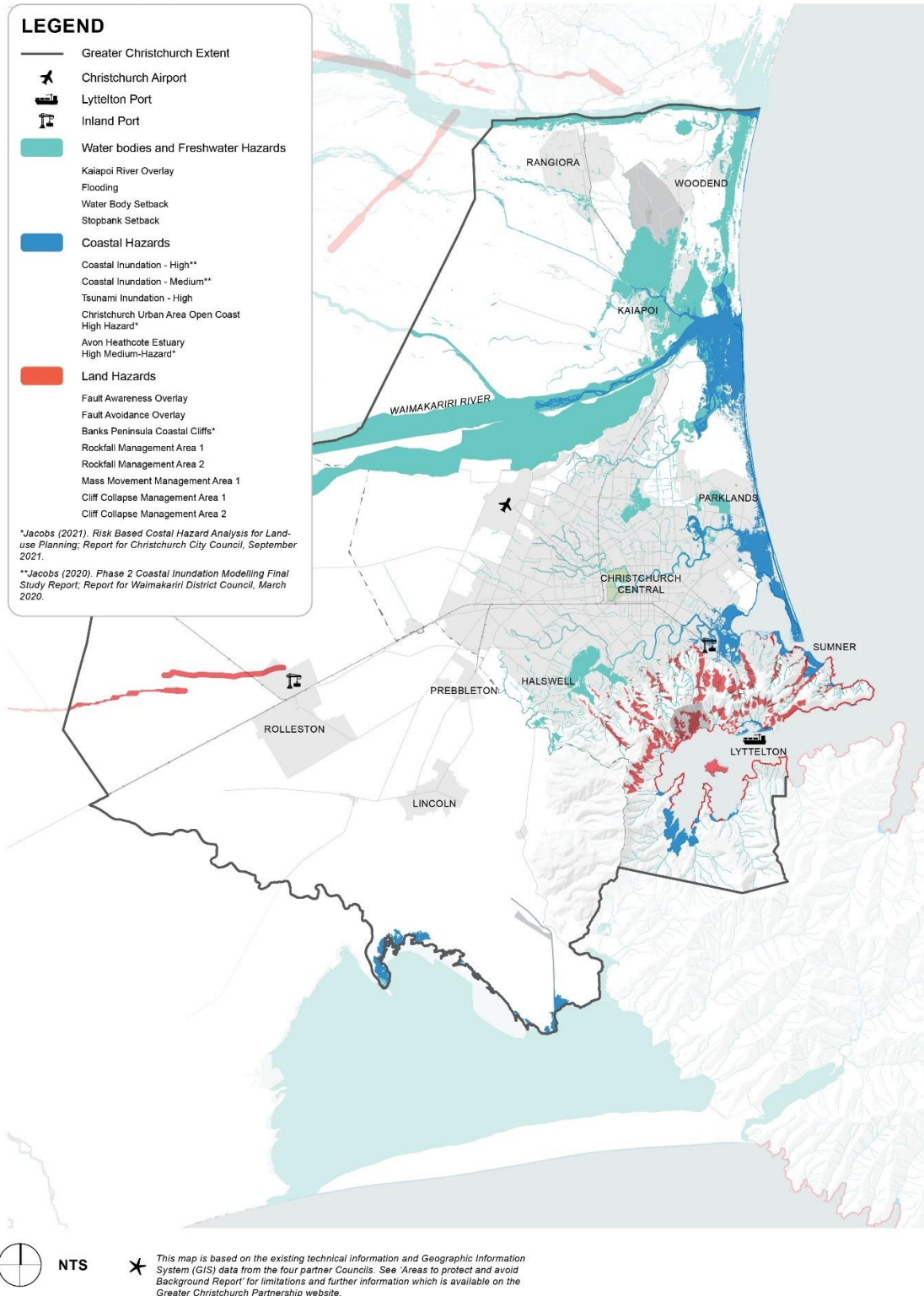
### 2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards

Climate resilience means reducing greenhouse gas emissions, responding to known risks from climate change, and enhancing the capacity of communities and ecosystems to recover and adapt to a changing environment.

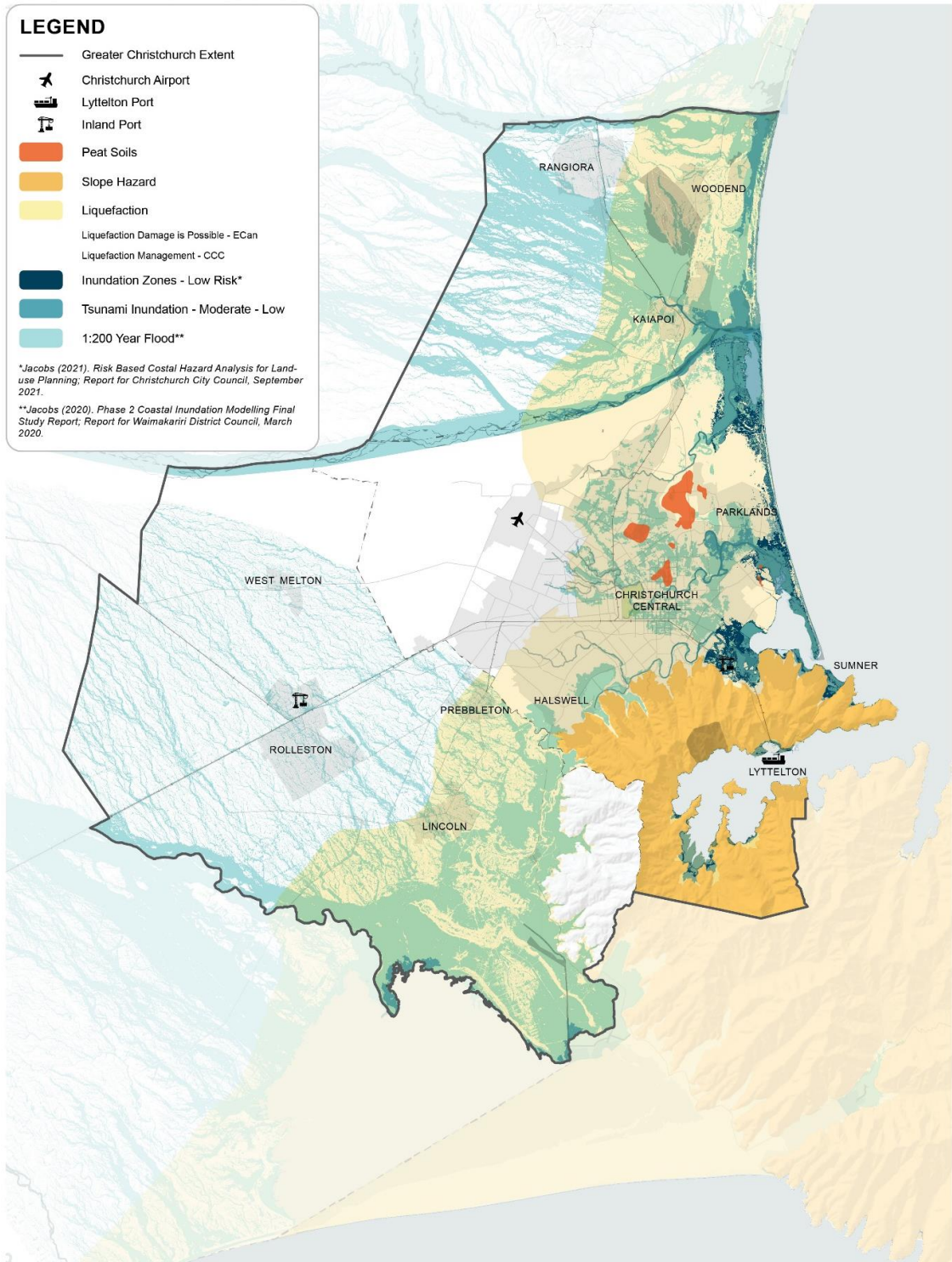
Key ways to build resilience to climate change and natural hazards in Greater Christchurch include:

- Reducing transport emissions by supporting more people to live, work, shop, recreate and socialise within close proximity, and to use public transport when they do need to travel, by focusing growth through targeted intensification around centres and along public transport corridors.
- **Recognising interdependencies in the infrastructure sector, especially between telecommunications and electricity, and acknowledging the role they play in responding to, and recovering from, natural hazard events.**
- Focusing growth away from areas likely to be more exposed to natural hazards that will be exacerbated by climate change, such as flooding and coastal erosion, **while acknowledging that strategic infrastructure sometimes needs to operate in areas affected by natural hazards.**
- Protecting and restoring the natural environment to support communities and ecosystems be more resilient to climate change and natural hazards. Opportunities for Greater Christchurch include promoting enhanced coastal and wetland reserves to reduce flood risk, establishing new green spaces to help absorb and treat rainwater, planting trees to shade and cool urban areas, and creating new or enhanced forested areas.

Map 7: Areas subject to natural hazard risks



Map 8: Areas subject to ~~negotiable~~ moderate natural hazard risks

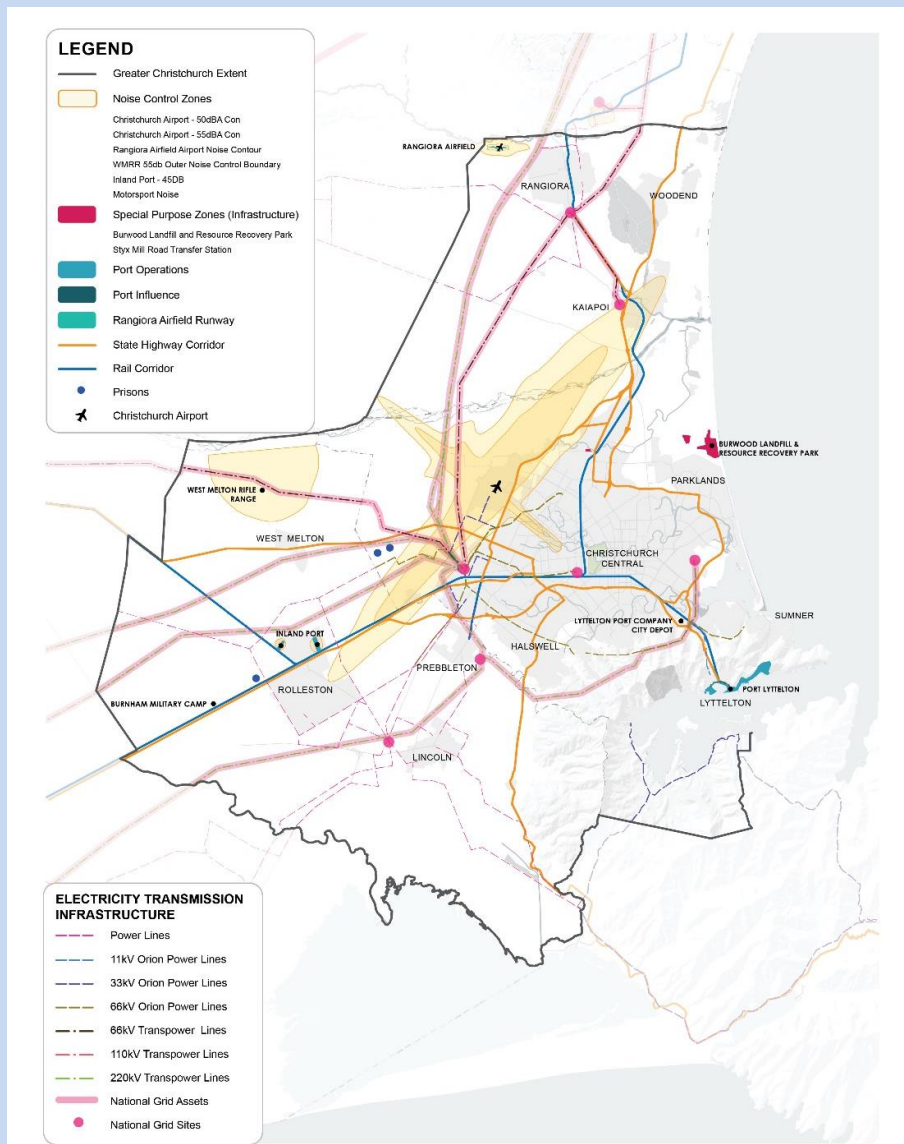


This map is based on the existing technical information and Geographic Information System (GIS) data from the four partner Councils. See 'Areas to protect and avoid Background Report' for limitations and further information which is available on the Greater Christchurch Partnership website.

### Protecting strategic infrastructure

Urban development should be ~~avoided~~ **carefully managed** around strategic infrastructure to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of this infrastructure. Key strategic infrastructure in Greater Christchurch includes Christchurch Airport, the Port of Lyttelton, the inland ports at Rolleston and Woolston, state highway and rail corridors, **the National Grid** and the electricity transmission **and distribution** network (see Map 9).

Map 9: **Key Strategic Infrastructure**





The noise contours relating to Christchurch International Airport as shown on Map 9 represent the contours operative in the Canterbury Regional Policy Statement 2013. As part of the review of the Canterbury Regional Policy Statement, an update of the airport noise contours was completed by Christchurch International Airport Limited and independently peer reviewed by a panel of experts appointed by the Regional Council. In June 2023 a final set of remodelled air noise contours was made publicly available in a report published by Christchurch International Airport Limited. The updated noise contours will be a key input to the review of the Regional Policy Statement, and this is the process by which changes to the spatial extent of the operative contours and the associated policy framework will be considered.

## Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people

*A healthy natural environment is intrinsically linked with the wellbeing of people and places. The Spatial Plan recognises the importance of the natural environment as the foundation for the future of Greater Christchurch, particularly in the context of climate change and the urgent need to strengthen climate resilience. It commits to working with nature, not taking it over, when looking to the future.*

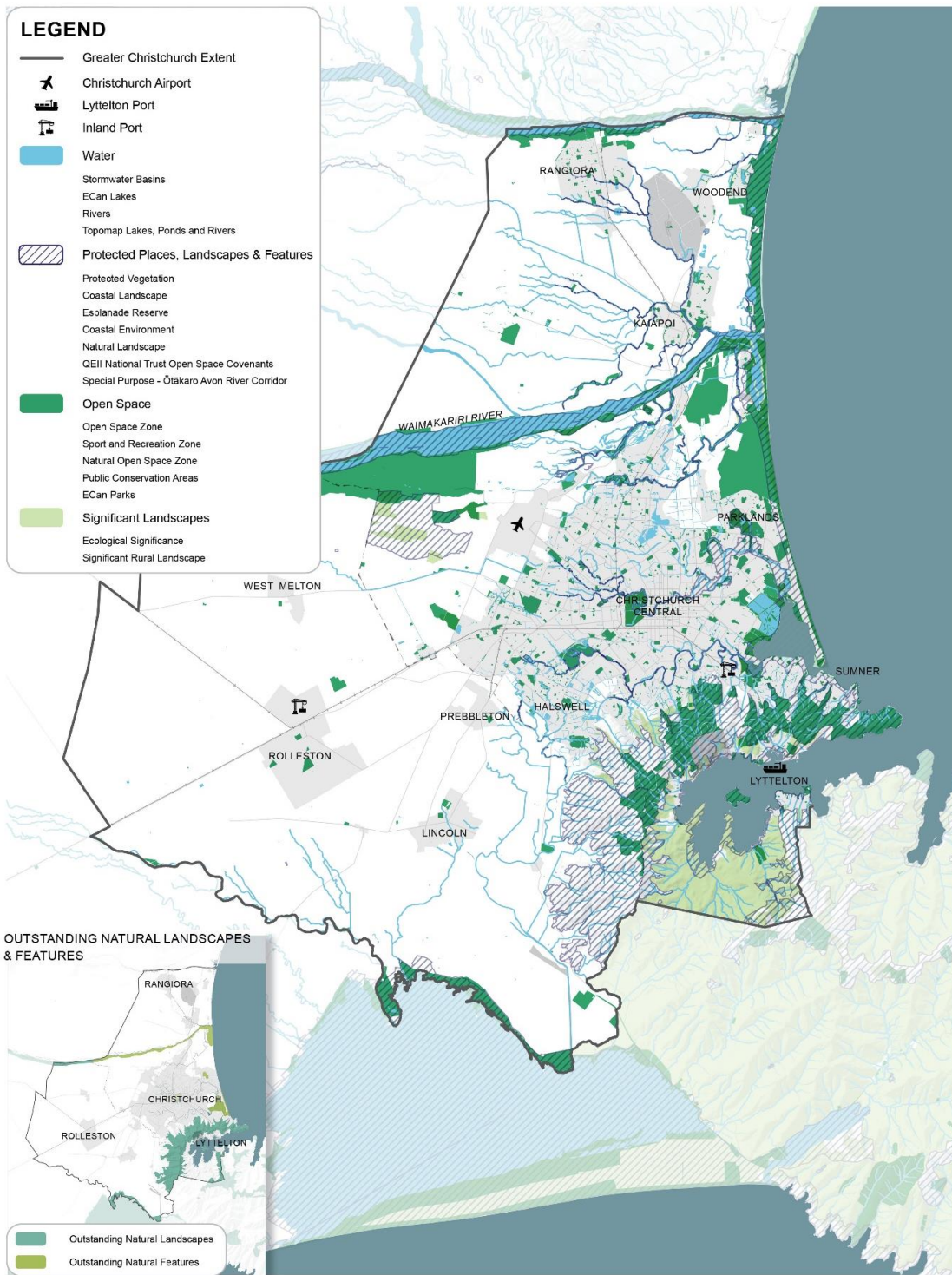
### Context

- The state of water bodies continues to degrade, with most having water quality issues and being in a poor state of cultural health. Groundwater that supplies Greater Christchurch's drinking water is at risk from changes to land use, increasing demands for water and the effects of climate change.
- There is currently good access to green spaces, although further planning and investment into parks and open spaces will be needed as the population grows.
- The tree canopy has declined over time, which has reduced habitats for wildlife, the amenity of urban environments, community wellbeing and climate resilience.
- Reductions in the extent and quality of the environment have had a detrimental effect on mana whenua and their relationship with water and natural resources.
- Highly productive soils have been lost to urban development and land fragmentation.
- Air quality has improved overall over the last decade, albeit some areas and communities still experience poor air quality.
- Te ao Māori provides a holistic and integrated approach to using, managing and protecting natural resources by acknowledging the inter-connectedness of all elements of the natural and physical world.

### Direction

- 3.1 ~~Avoid development in~~ **Protect** areas with significant natural values
- 3.2 Prioritise the health and wellbeing of water bodies
- 3.3 Enhance and expand the network of green spaces
- 3.4 Protect highly productive land for food production
- 3.5 Explore the opportunity of a green belt around urban areas

Map 10: Environmental areas and features



The Greater Christchurch area is defined by a unique network of water bodies, including braided rivers with alpine origins, and spring-fed rivers and streams that flow through the urban environment and estuaries before reaching the coast. Its key blue elements include the Waimakariri, Ōtākaro / Avon and Ōpāwaho / Heathcote rivers, and Te Ihutai / Avon-Heathcote Estuary. The north-eastern shores of Te Waihora / Lake Ellesmere are also within the defined area of Greater Christchurch.

Key green elements in the Greater Christchurch area include the Ashley Rakahuri Regional Park, Waimakariri River Regional Park, Waitākiri / Bottle Lake Forest Park, Tūhaitara Coastal Park, the coastal environment, the Port Hills, parts of Te Pātaka a Rākaihautū / Banks Peninsula, local parks and open spaces, and the larger green spaces found in Christchurch – namely Hagley Park and the Ōtākaro Avon River Corridor. The dry grasslands of the Canterbury Plains also connect the city region to the wider Waitaha / Canterbury region.

## Direction

### 3.1 ~~Avoid development in~~ **Protect** areas with significant natural values

Te ao Māori acknowledges the interconnectedness of people and te taiao – the environment. Based on this Māori world view, kaitiakitanga is a way of managing the environment that recognises that people are an integral part of the natural world, not separate from it; and that there is an intergenerational duty to **protect**, restore and enhance the mauri (life force) of water, land and ecosystems.

Greater Christchurch has many outstanding environmental areas, features and landscapes (see Map 10). Urban development must be focused away from areas with significant natural values and areas of cultural significance that include Wāhi Tapu and Wāhi Taonga. It is important that any possible encroachment of development on these areas is avoided, or involves early engagement and agreement with mana whenua.

### 3.2 Prioritise the health and wellbeing of water bodies

Water is a taonga that is culturally significant to Māori and essential to the wellbeing of all communities. Greater Christchurch has an integrated network of rivers, streams, springs, groundwater and aquifers, linked to estuaries and wetlands in the coastal environment. Restoring the health and wellbeing of water bodies, **including wetlands**, is a priority for the city region, **and recognises Te Mana o te Wai - that protecting the health of freshwater protects the health and well-being of the wider environment, restoring and preserving the balance between the water, the wider environment, and the community.**

Taking an integrated, catchment-based approach will support a higher quality water environment in Greater Christchurch. **This also accords with and supports the Te Ao Māori principle of ki uta ki tai - which is concerned with the sustained integrity and functioning of all elements of the natural environment and their inter-connection, including with people.** Examples of how this could be achieved include supporting waterway and wetland restoration and enhancement projects, setting extensive development setbacks from waterways, day-lighting urban waterways, and incorporating water sensitive urban design. Buffering water bodies with a riparian zone will also improve water quality and biodiversity, protect banks from erosion, alleviate the impacts of flooding, and support other amenity and recreational values.

The groundwater protection zone in Greater Christchurch must also be protected (see Map 11). This area covers the aquifers that provide the city region with its drinking water, which are vulnerable to contamination.

### 3.3 Enhance and expand the network of green spaces

Indigenous biodiversity is important to the environment, culture, society and economy of Greater Christchurch. For Māori, the connection with nature is one of whakapapa.

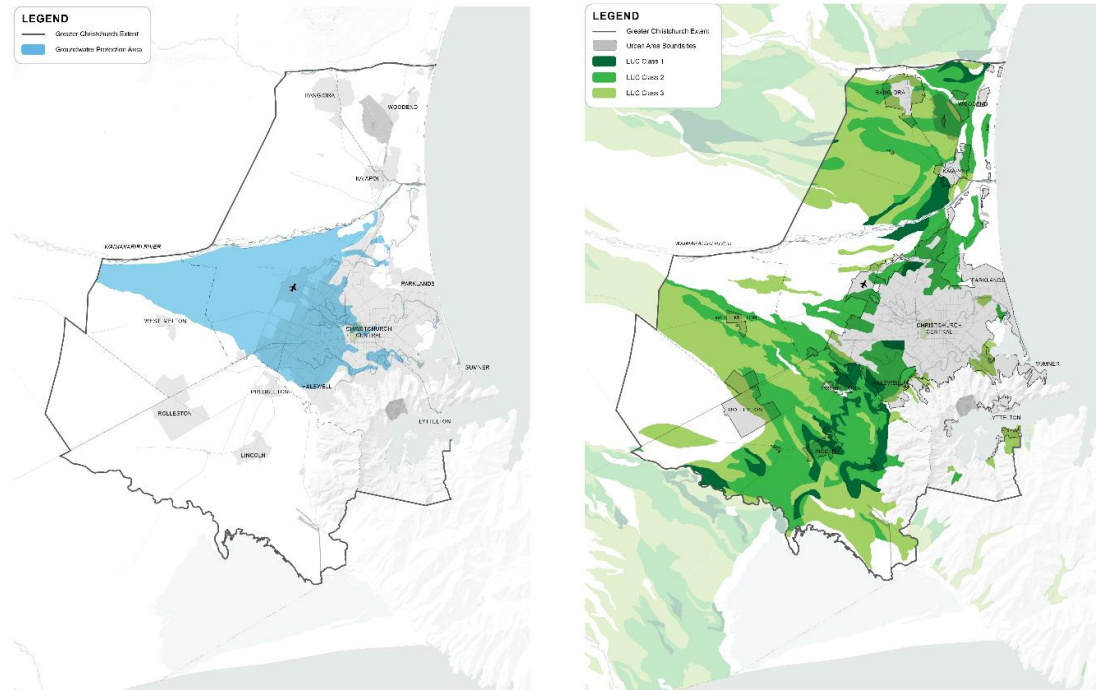
An enhanced and expanded network of green spaces will improve biodiversity, support access and connectivity, and promote active travel. The vision is that every centre and town is connected to another via a

green corridor. Opportunities to improve green connections include creating new green spaces; planting along waterways, streets and major transport routes; growing urban forests; and integrating public green spaces into major development projects. Creating stronger links to the Port Hills and Te Pātaka a Rākaihautū / Banks Peninsula is a particular opportunity to support increased biodiversity.

Improving the quality of the environment in **existing and proposed** higher density areas is critical. This can be achieved by designing and integrating vegetation (particularly trees) and indigenous biodiversity into these areas through enhanced streetscapes, parks and other public spaces, and with green spaces incorporated into private developments.

**It is important that green spaces within our urban environments can be enjoyed by people of all ages and abilities, including through inclusive design and the application of universal design standards.**

Map 11: Groundwater protection zone / Map 12: ~~Highly productive soils~~ Land Use Capability Class 1-3 soils



### 3.4 Protect highly productive land for food production

Land that is particularly good for food production is a scarce and finite resource that has been lost as a result of urban expansion and land fragmentation. The highly productive soils found in parts of Greater Christchurch are a valuable resource (see Map 12).

The National Policy Statement for Highly Productive Land requires highly productive land to be protected from urban development, with some exceptions. Focusing urban development within the existing urban area – growing ‘up’ rather than ‘out’ – will help protect the best soils for agriculture. Where development does need to occur outside the existing urban area, this should avoid highly productive land where possible.

Implementation of the National Policy Statement for Highly Productive Land is subject to a regional planning process. The mapping of highly productive land, as per the definition in the National Policy Statement, has not yet been notified by the Canterbury Regional Council. The interim definition of highly productive land **in the current National Policy Statement (September 2022)**, is land that is Land Use Capability Class 1, 2, or 3 (with some exceptions relating to identified growth areas). For the purposes of the Spatial Plan, these Land Use Capability Classes have been shown in Map 12, noting that exceptions do apply. **Map 12 is not determinative of the identification of highly productive land for inclusion, by way of maps, in the Canterbury Regional Policy Statement as required by the National Policy Statement for Highly Productive Land.**

### 3.5 Explore the opportunity of a green belt around urban areas

A green belt is a planning tool used to maintain areas of green space around urban areas, often acting as a **buffer transition** between urban and rural areas. A green belt around Greater Christchurch’s urban areas ~~could~~ **would** help limit urban expansion; **address reverse sensitivity impacts**; protect food producing land and green spaces for future generations; provide space for urban forests, wetlands and ecological restoration areas; increase resilience to the effects of climate change; and support recreational activities.

The concept of a green belt in Greater Christchurch needs to be explored in more detail and **this** will be undertaken as part of the development of a blue-green network strategy. **The ‘Ecological enhancement / green belt’ notations shown on Maps 2 and 14 are indicative of the location of ecological enhancement /**

**greenbelt areas, and their specific location is to be further investigated. The areas in between the approximate green belt locations and the current or future urban areas identified in these maps do not indicate further urban development is necessarily anticipated in these areas.**

## Part 2 – An urban form for people and business

### Opportunity 4: Enable diverse, **quality** and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs

*The homes and communities that people live in provide the foundations for their wellbeing. Greater Christchurch’s population is growing and changing, which will impact how and where people live. The Spatial Plan focuses on providing greater housing choice to meet the diverse needs of the community, including the need for more affordable homes; as well as enabling more people to live in places that are well-connected to employment, education, social and cultural opportunities.*

#### Context

- Greater Christchurch has maintained a good supply of housing that is relatively affordable for middle to high income households, especially compared to other parts of the country.
- Delivering enough affordable housing continues to be a significant challenge, with an estimated 35,000 households in Greater Christchurch defined as being under housing stress in 2021.
- The current mix of housing types will not be suitable to meet needs in the future, particularly with the increase in one-person households and need for more multi-generational housing.
- The prosperity and wellbeing of Māori have been impacted by legislation, planning provisions and urban development strategies that have failed to recognise and prioritise the development of Māori Reserves or recognise the housing needs of Māori within urban areas. Housing options that meet the needs of Māori whānau are very limited in Greater Christchurch’s urban areas.
- The level of accessibility to employment, services, green spaces and public transport varies across different parts of Greater Christchurch.
- The National Policy Statement on Urban Development and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act have removed barriers to development to allow growth ‘up’ and ‘out’ in locations with good access to existing services, infrastructure and public transport.

#### Direction

- 4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas
- 4.2 Ensure **at least** sufficient development capacity is provided or planned for to meet demand
- 4.3 Focus and incentivise intensification of housing to areas that support the desired pattern of growth
- 4.4 Provide housing choice and affordability
- 4.5 Deliver thriving neighbourhoods with quality developments, **quality housing** and supporting **community** infrastructure



## Direction

### *4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas*

As outlined in *The prosperous development of kāinga nohoanga* section, legislation and a failure of strategic planning have prevented the development of Māori Reserves for subdivision, housing, and social and educational infrastructure, **educational facilities**, as well as the development of prosperous economic activities. This has impacted the prosperity and wellbeing of mana whenua.

Many Māori live within Greater Christchurch's urban areas where existing zonings do not contemplate or appropriately provide for kāinga nohoanga as a housing outcome. Consequently, the cultural needs of Māori have been overlooked.

A particular issue in supporting kāinga nohoanga is to ensure that infrastructure is provided that meets the needs of mana whenua for future development of kāinga nohoanga on Māori Land, with a specific focus on MR873 at Tuahiwi. Whilst policy and plan changes have occurred to enable kāinga nohoanga, this has not been supported with investment in infrastructure.

Within urban areas, it is assumed that the development of kāinga nohoanga will be able to be accommodated within the capacity of existing infrastructure or planned infrastructure upgrades.

Development of kāinga nohoanga is to be supported by partners as part of the commitment to give effect to mana whenua expectations and priorities. This will require a partnership with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve Land and within urban areas to ensure that there is sufficient capacity in, and feasible access to, local networks to enable this.

Further work between mana whenua and councils is needed to remove residual barriers in the planning framework, including the rezoning of all Māori Reserves and partnership in the provision of infrastructure to enable the development of Kāinga Nohoanga on Māori Land and within urban areas.

#### **Key commitments and actions required to deliver this direction**

- Partner with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve Land to ensure that there is sufficient capacity in, and feasible access to, local networks, to enable this.
- Partners to invest and provide infrastructure to support the development of MR873 and ensure mana whenua are active partners in decision making for these investments.
- Support mana whenua with upgraded infrastructure where needed in urban areas to enable kāinga nohoanga.
- Ensure that any future urban form for Greater Christchurch does not preclude or prevent the growth and development of Māori Reserve Land as settlements to the fullest extent possible. This includes ensuring Māori Land is not used or taken for public infrastructure required to service development on adjoining or proximate land.
- Ensure policy does not impede the ability to establish urban kāinga nohoanga.
- Enable and support the implementation of the Kāinga Nohoanga Strategy, which will set the expectations and implementation requirements to enable and support kāinga nohoanga.

- Initiate a process to rezone MR892 and MR959.

4.2 Ensure **at least** sufficient development capacity is provided or planned for to meet demand

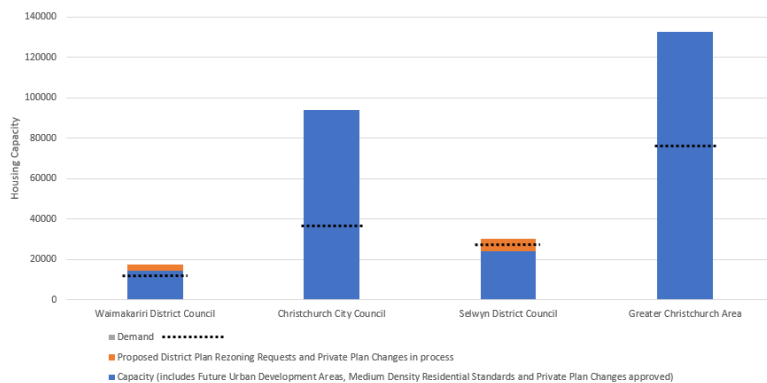
Meeting the projected demand for housing over the next 30 years is not a major issue for Greater Christchurch. This is particularly with additional greenfield areas being recently rezoned through private plan changes, and further intensification enabled across the city region as required by the National Policy Statement on Urban Development and Resource Management (Enabling Housing Supply and Other Matters) Amendment Act. In addition to these recent rezonings, greenfield areas are also being considered through rezoning submissions on the Selwyn and Waimakariri District Plan Review processes – the outcomes of which are yet to be determined.

Table 2: Sufficiency of housing development capacity to meet projected demand (2022 – 2052)

	Feasible capacity		Demand with margin		Surplus / Shortfall	
	Medium term (0 – 10 years)	Long term <sup>1</sup> (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)
Waimakariri	5,950	14,450	5,600	13,250	+350	+1,200
Christchurch	94,000	94,000	14,150	37,500	+79,850	+56,500
Selwyn	11,550	24,100	10,000	27,350	+1,550	-3,250
<b>Total</b>	<b>111,500</b>	<b>132,550</b>	<b>29,750</b>	<b>78,100</b>	<b>+81,750</b>	<b>+54,450</b>

Based on the assumption that housing demand remains constant over time, a 60-year housing bottom line could translate into a requirement to accommodate an additional 160,000 households in Greater Christchurch – the equivalent to almost one million people living in the city region. This longer term growth could still be largely accommodated by the current housing development capacity in the city region as a whole as these figures also do not take account of the potential capacity from higher densities, which during the long term is likely to become more feasible and common in the market.

Figure 9: Sufficiency of housing development capacity to meet projected demand (2022 - 2052)



The response to long term shortfalls will be through exploring the feasibility of intensification, especially around centres and public transport routes, and increasing minimum densities for new greenfield areas. The

<sup>1</sup> The NPS-UD defines feasible capacity in the long term as either based on “commercially viable to a developer based on the current relationship between costs and revenue, or on any reasonable adjustment to that relationship”. In Table 2 the capacity in the medium and long term for Christchurch City is the same because the assessment only calculates the “current relationship”. This is a conservative approach, as development feasibility is likely to improve in the long term (30 years) which means that the amount of feasible capacity can be expected to be higher than shown in the table. For Selwyn and Waimakariri Districts, the assessments assume that historic trends continue into the long term. The capacity assessments also have to be undertaken every 3 years as a minimum, which will enable the assumptions to be reassessed.

broad locations for residential growth are shown in *Map 14 under Opportunity 5*. The Priority Development Areas will also be a significant tool to incentivise redevelopment and higher density housing (see the *A collective focus on unlocking the potential of Priority Areas* section). Further to this, **broad** locations for **new residential** development to provide additional capacity should align with the direction in the Spatial Plan and desired pattern of growth. **Identifying broad locations for residential development, should be guided by the Spatial Strategy, including the six opportunities, directions and the overarching directions that shape the desired pattern of growth. Broad locations should, at a minimum:**

1. **Be adjacent to, near, or within a Significant Urban Centre, Major Town or a Locally Important Urban Centre in Greater Christchurch;**
2. **Be accessible to either MRT, Core Public Transport Routes or New / Enhanced Public Transport Routes;**
3. **Protect, restore and enhance the natural environment, historic heritage, and sites and areas of significance to Māori;**
4. **Be free from significant risks arising from natural hazards and the effects of climate change; and**
5. **Be cognisant of the landscape and visual context, integrate with natural features and align with good urban design principles.**

#### *4.3 Focus and incentivise intensification of housing to areas that support the desired pattern of growth*

The focus of the Spatial Plan is to encourage greater intensification and higher densities around centres and public transport routes. The benefits of intensification in line with this desired pattern of growth include:

- More people living in closer proximity to services and employment
- A competitive public transport system to encourage mode shift
- Less reliance on private vehicle use
- A reduction in greenhouse gas emissions
- Efficient and effective use of existing infrastructure
- More affordable and diverse housing choices
- Less need for urban expansion onto highly productive land.

Greater intensification (medium and high density) is also being enabled as directed under the Resource Management Act (Intensification Instruments) and the National Policy Statement on Urban Development. This national direction enables greater intensification to occur across large parts of the urban area that may not necessarily be in close proximity to centres and public transport routes. The approach to focus intensification around centres and public transport routes will need to rely less on traditional planning tools (e.g. zoning) and look more at incentivisation, partnerships and investment. **A broad range of statutory and non-statutory tools will be relied upon for improving the feasibility of intensification to support the desired pattern of growth.**

A key approach to targeting intensification in the preferred locations is to identify Priority Development Areas, which are areas that the partnership will take a coordinated effort at a given time. They provide a mechanism for coordinated and aligned action across multiple agencies; to inform, prioritise and unlock investment, and drive collective accountability.

#### *4.4 Provide housing choice and affordability*

Greater intensification around centres and along public transport routes will help provide a range of dwelling types to meet the changing demand profile in Greater Christchurch, particularly from an aging population. This includes providing for the projected higher demand for smaller, more affordable units.

This will mean new housing will increasingly move towards medium and higher density housing types, such as townhouses, terraced housing and apartments. This will help to increase the variety of housing, including more affordable options. However, to do this across a spectrum of housing choice and demand, the intensification focus needs to be combined with continuing to provide for **diverse forms of housing and** some greenfield areas in appropriate locations.

The focus on targeted intensification will support an urban form that helps address the strategic opportunities and challenges facing the city region, and to help address housing affordability for low income households.

Figure 10: Population growth by age group in Greater Christchurch

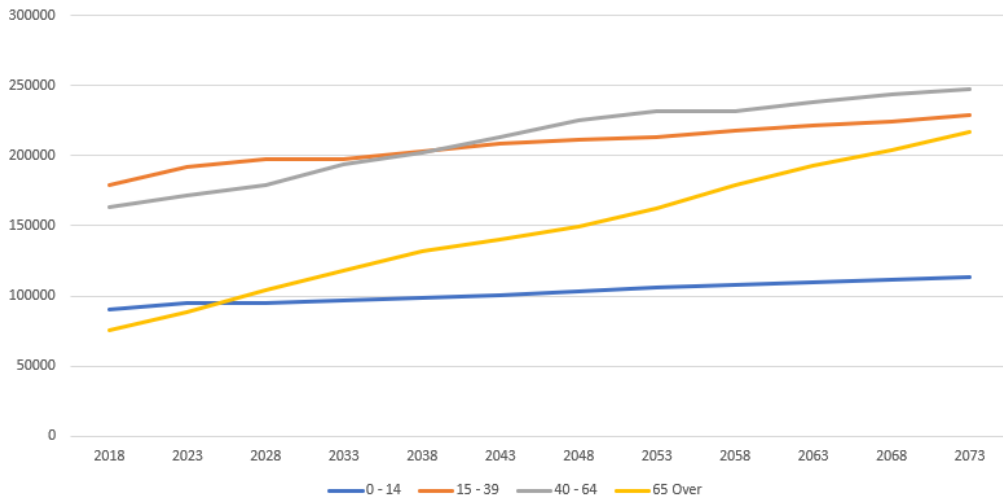
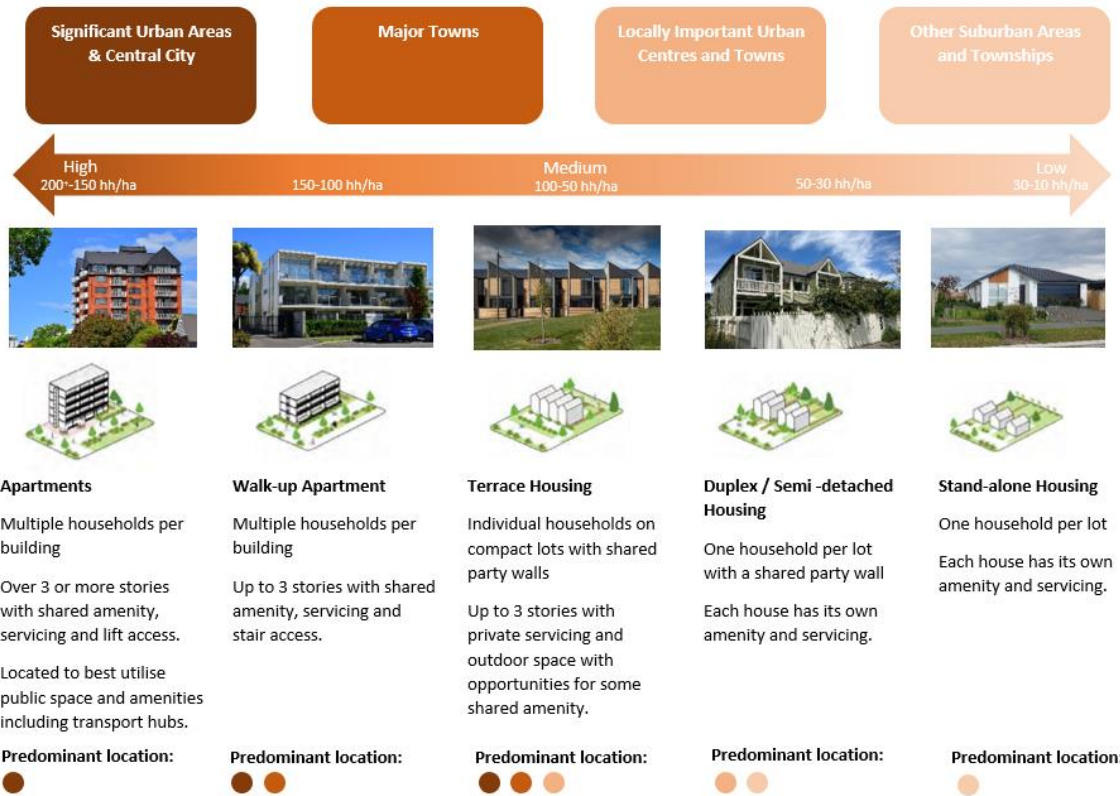


Figure 11: Housing typologies by density



### Social and affordable housing needs

In comparison to other major urban centres in Aotearoa New Zealand, housing in Greater Christchurch is relatively affordable. However, the provision of social and affordable housing will become an increasingly critical issue.

Enabling higher density housing developments at different price points will be vital to meeting the projected increase in demand for smaller, more affordable dwellings. The cost of housing, both home ownership and renting, will continue to represent a significant component of household expenditure. New households will have different housing preferences and affordability constraints, but to better align the total housing stock across Greater Christchurch with the overall household composition, new development would need to favour smaller and more affordable housing types.

Smaller and multi-unit dwellings that take advantage of more efficient building construction techniques, and adopt new home ownership and rental models, can aid the provision of more affordable homes. Housing should meet the needs of the population at all stages of life.

Housing need in Greater Christchurch, **including social and affordable housing**, will be further addressed through the development of a joint ~~social and affordable~~ housing action plan.

### Greenfield

The creation of 'greenfield' areas will continue to be part of how we accommodate more people so that we can provide a range of lifestyle choices that our communities value. The focus of our spatial plan and greenfield development, is to encourage positive change in our urban form and function, recognising that while housing capacity needs to be provided, this must achieve and not undermine other directions and principles. To achieve this, successful future greenfield development needs to:

1. Be well connected with employment, services and leisure through public and active transport networks
2. Be integrated with existing urban areas
3. Meet a need identified by the latest Housing and Business Development Capacity Assessment
4. Be at the right scale, density and location to minimise impact on highly productive land and existing permitted or consented primary production activities.

Further additional greenfield development may be required for the longer term and to provide for a population towards one million. Additional greenfield will be assessed through other statutory processes.

While there has been a trend towards increasing greenfield density over the last few years, the rate of change will need to increase to support the overall outcomes of the Spatial Plan. A technical report prepared to evaluate greenfield density uptake in Greater Christchurch included a density outcomes analysis of case study areas, as well as a national and international literature review to assess the implications of increasing residential density. The analysis found that there is a positive relationship between increases in density, more diverse housing typologies and the utilisation of more sustainable transport modes. The analysis found that the benefits of residential density increase incrementally. However, there are 'tipping points' of 25 to 30 households per hectare where residential density can deliver greater benefits.

### **Specific Forms and Alternative Approaches to Housing**

**Specific forms of housing and alternative approaches to housing are part of housing choice. They can provide for a range of preferred lifestyle options, respond to deficiencies or particular demand in the housing market, target those with the greatest housing need or deliver housing through innovative and novel approaches. They span the housing continuum from social housing through to private housing in the open market. They can offer greater diversity of housing typologies, tenures and price points.**

**Consideration of how specific forms of housing and alternative approaches to delivering housing can support greater housing choice in Greater Christchurch will be further addressed through the development of a Joint Housing Action Plan.**

#### 4.5 Deliver thriving neighbourhoods with quality developments, quality housing and supporting community infrastructure

Thriving neighbourhoods enable people and communities to meet their day-to-day needs, strengthen quality of life, and increase community connection and resilience. They are neighbourhoods that **are well connected**; enable safe and equitable access for all; have high quality and safe open spaces, green spaces and public realm; and provide **a diverse range of housing choice including** for social and affordable housing.

#### **Vibrant communities with access to services Features of Thriving Neighbourhoods**

With good urban design, neighbourhoods and their centres can include communal spaces that are liveable, walkable, safe and attractive, and have good connectivity and accessibility. A network of vibrant and diverse urban and town centres that incorporates mixed-use and transport orientated development helps to improve access and add to people's wellbeing.

#### **Community facilities and open, green and public spaces**

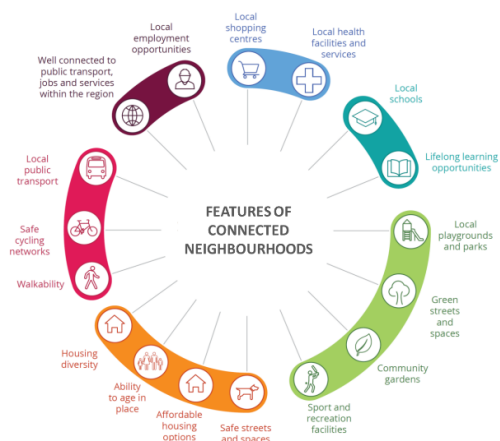
Community facilities contribute to strong, healthy and vibrant communities by providing spaces where residents can connect, socialise, learn and participate in a wide range of social, cultural, **religious**, art and recreational activities. There has been extensive rebuilding and repairing of community facilities within Greater Christchurch, resulting overall in a modern network of well-designed buildings able to cater for optimal usage and meet residents' expectations. Following the completion of key facilities, such as the Parakiore Recreation and Sport Centre and Te Kaha Multi-Use Arena, the city region will be well serviced to support a broad range of community, tourist, recreational and sporting events.

Open, green and public spaces are areas for people to gather, meet, play and talk. These are places that can be used for cultural purposes, for social events or to engage in recreational activities with one another. There is an extensive network of open spaces across Greater Christchurch; ranging from regional parks, to local area and neighbourhood parks, to sports fields. As the population grows and urban areas densify, it will be important to ensure that open space provision is meeting the required levels of service for communities. Local area planning will be critical to guide future investment in open spaces, and importantly the prioritisation of new developments and upgrades to ensure equitable provision across the city region.

It is important to have neighbourhood meeting places, and community facilities and services, that support the needs of individuals and whānau. Such facilities and services also need to keep up with growth and adapt to the particular needs of each community.

#### **Quality Developments and Quality Housing**

**Figure 12: Features of connected neighbourhoods**  
***Features of Thriving Neighbourhoods.***



**Quality developments and quality housing are at the heart of thriving neighbourhoods, enriching the lives and wellbeing of our communities. Quality developments support neighbourhoods to develop and change over time in response to the diverse and changing needs of people, communities, and future generations.**

**Quality housing meets the diverse needs of the community over their lifetime and ensures that individuals, whānau and communities can live well so our neighbourhoods thrive for all. The Joint Housing Action Plan will consider quality housing in the context of Greater Christchurch.**

**Community facilities and open, green and public spaces Sense of connection and safety**

How neighbourhoods, towns and cities are planned and develop impacts on the health and wellbeing of people and communities. Connected neighbourhoods and communities are safer, more resilient, and contribute to increased health and wellbeing. A sense of connection and safety also contributes to the conditions in which people live and work, their access to facilities and services, their lifestyles, and their ability to develop strong social networks.



## Opportunity 5: Provide space for businesses and the economy to prosper in a low carbon future

*Greater Christchurch has a strong and diverse economy. Leveraging the economic assets and strengths of the city region is important for supporting business growth and increasing quality employment opportunities for the growing population. The Spatial Plan provides for the needs of businesses through a network of centres that are well connected and serviced by infrastructure.*

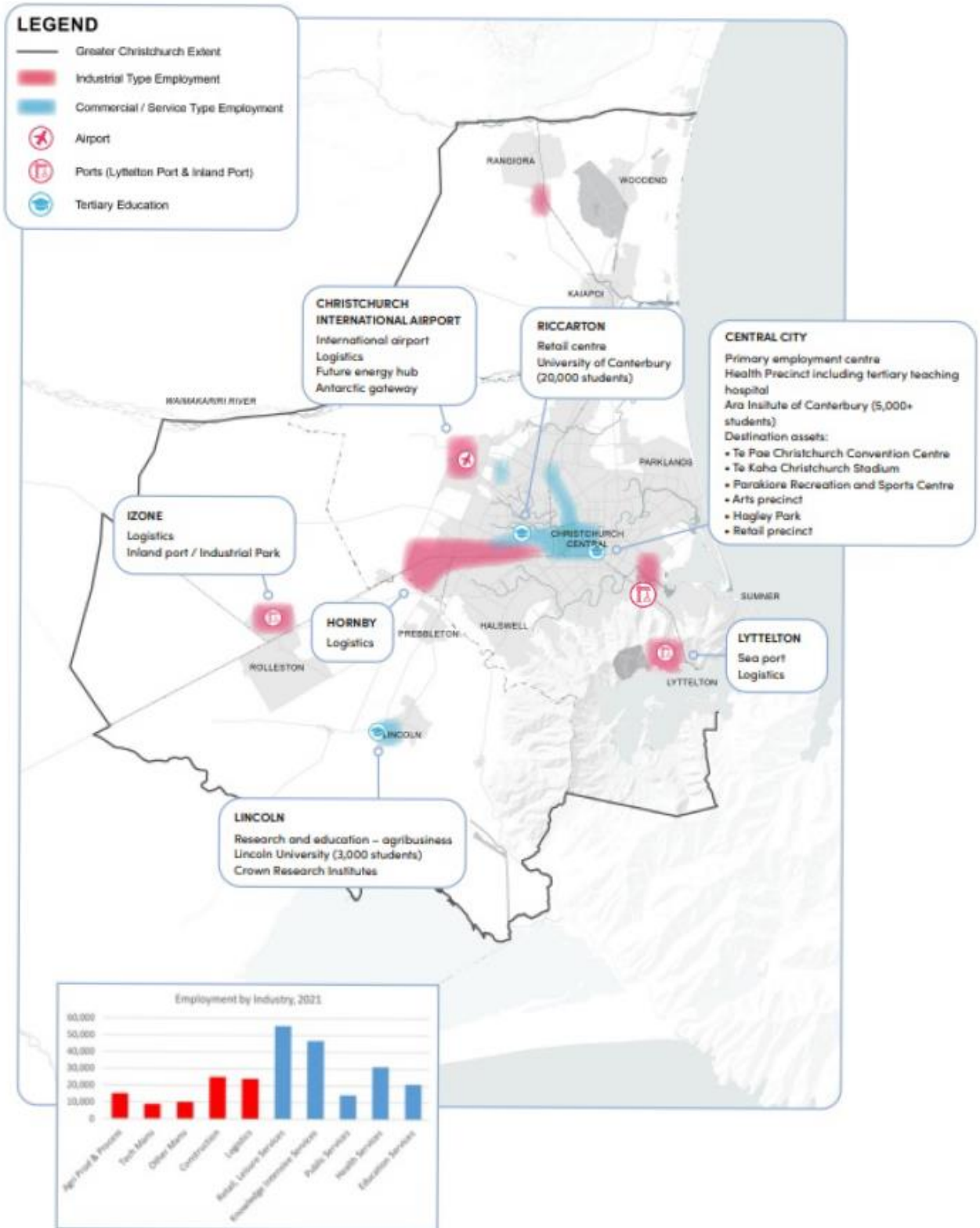
### Context

- Greater Christchurch is the principal economic, services and logistics centre for Te Waipounamu / South Island. The goods produced in Waitaha / Canterbury for export are primarily distributed via the Port of Lyttelton, Christchurch Airport, and the inland ports at Rolleston and Woolston.
- Hubs of tertiary and research institutions are found in Christchurch's Central City, including the Ara Institute of Canterbury, the tertiary teaching hospital and the health precinct; and at the University of Canterbury campus in Riccarton, and the Lincoln University and **various** research campuses **and farms** in **and near** Lincoln.
- Six of the seven Crown Research Institutes in Aotearoa New Zealand are in Greater Christchurch.
- Employment in the Central City remains below pre-earthquake levels. Even prior to the earthquakes, the Central City was underperforming economically.
- Significant investment after the earthquakes in modern and resilient infrastructure, civic assets, and urban redevelopment, particularly in the Central City, has provided the capacity to cater for much higher levels of economic and population growth.
- The changing nature of business in the context of climate and technological changes will impact where businesses choose to locate and what they require from the urban environment.
- **Greater Christchurch contains a number and range of tertiary and research institutions that are of strategic importance from a local and national perspective. Their retention, protection and continued operation is of regional and national economic importance.**

### Direction

- 5.1 **At least** sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network.
- 5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services.
- 5.3 Provision of strategic infrastructure that is resilient, efficient, **integrated** and meets the needs of a modern society and economy.
- 5.4 **Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy.**
- 5.5 **Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.**

**Map 13: Key employment areas and economic assets**



Direction

### 5.1 **At least** *Sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network*

There are two types of business land:

- Commercial land – for offices, shops and services; often co-located with housing and other activities.
- Industrial land – for manufacturing and warehousing activities; often located close to freight routes and usually separated from housing.

Greater Christchurch is well placed to meet the projected demands for commercial and industrial land over the next 10 years, and for industrial land over the next 30 years and beyond. However, the current supply of commercial land in the city region is not likely to be enough to meet the demand over the next 30 years.

More than enough industrial land is supplied in Christchurch, Selwyn and Waimakariri to meet demand over the next 30 years, with a particularly significant surplus in Christchurch. Assuming that demand for industrial land will decline in the long term due to global economic trends, the total supply of industrial land in Greater Christchurch may never be fully utilised.

Enough commercial land is also supplied in Christchurch, Selwyn and Waimakariri to meet demand over the next 10 years, but there is a shortfall of 110ha in Christchurch and 20ha in Selwyn when looking over the next 30 years. Shortfalls in commercial land are expected to be met through intensification in significant urban centres, major towns, and locally important urban centres and towns, as well as through rezoning of industrial land close to Christchurch’s Central City to commercial and mixed-use. A focus for providing for commercial land will be those centres identified in *Map 14*, including the Priority Areas.

**Table 3: Sufficiency of industrial land to meet projected demand (2022 – 2052)**

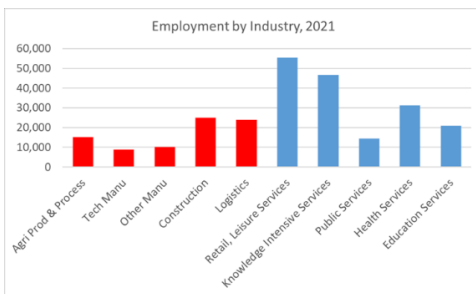
	Feasible capacity		Demand with margin		Surplus / <b>Shortfall</b>	
	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)
Waimakariri	32ha	102ha	31ha	79ha	1ha	23ha
Christchurch	663ha	663ha	36ha	119ha	627ha	544ha
Selwyn	377ha	425ha	131ha	347ha	246ha	78ha
<b>Total</b>	<b>1,073ha</b>	<b>1,190ha</b>	<b>198ha</b>	<b>545ha</b>	<b>874ha</b>	<b>645ha</b>

**Table 4: Sufficiency of commercial land to meet projected demand (2022 – 2052)**

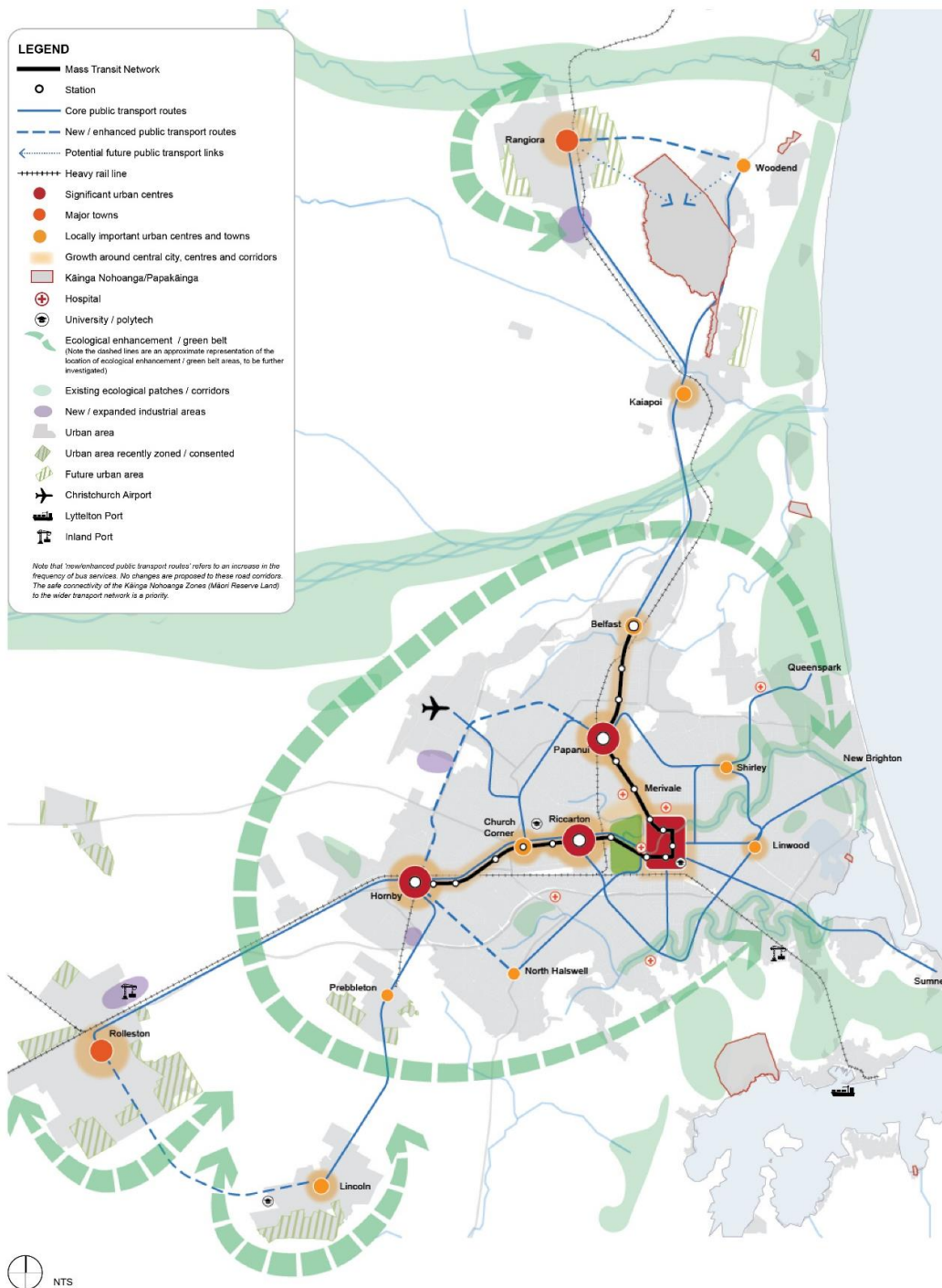
	Feasible capacity		Demand with margin		Surplus / <b>Shortfall</b>	
	Medium term (0 – 10 years)	Long term <sup>2</sup> (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)
Waimakariri	36ha	63ha	12ha	32ha	24ha	31ha
Christchurch	102ha	102ha	85ha	212ha	17ha	<b>-110ha</b>

<sup>2</sup> The NPS-UD guidelines suggest that councils undertake a stock take of vacant land. The capacity shown in the table includes vacant capacity which is based on the most recent field surveys undertaken by each council. Also, the guidelines suggest that “larger, more urbanised areas could also investigate land not currently developed to its full potential”. In Table 4 the capacity shown for Christchurch City only includes vacant capacity and does not include redevelopment potential. Plan Change 14 to the Christchurch District Plan will enable substantial redevelopment potential in Christchurch commercial zones, which is likely to alleviate the long-term shortfall. There is modelling underway to estimate the level of redevelopment potential that could be reasonably developable in the long term. For Selwyn and Waimakariri Districts, the assessments include redevelopment potential, which is based on the historic development levels occurring in the long term. The capacity assessments also have to be undertaken every 3 years as a minimum, which will enable the assumptions to be reassessed.

Selwyn	19ha	30ha	18ha	50ha	1ha	-20ha
<b>Total</b>	<b>157ha</b>	<b>195ha</b>	<b>115ha</b>	<b>294ha</b>	<b>42ha</b>	<b>-99ha</b>



Map 14: Broad locations of housing and business development capacity (700,000 people)



### *5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services*

Centres are places where people congregate for business, education and leisure; where business happens; and where people are able to meet their everyday needs close to where they live.

A strong centres network will:

- Efficiently utilise existing infrastructure, including public transport and freight networks; and support efficient investments in future infrastructure
- Realise gains in economic productivity that can be achieved when related businesses and activities (such as tertiary institutions) are concentrated and co-located, including improved productivity by supporting knowledge transfer, attracting talent, and providing economies of scale of similar businesses that can attract other businesses and customers
- Co-locate economic activity where people live so that people can access employment and services easily by walking and cycling.

The focus on supporting future population and business growth in key urban and town centres, coupled with the planned enhancements to the public transport network, will support a strong network of centres in Greater Christchurch.

### *5.3 Provision of strategic infrastructure that is resilient, efficient, **integrated** and meets the needs of a modern society and economy.*

Strategic infrastructure networks include those required to:

- Manage wastewater and stormwater, and provide safe drinking water
- Provide for energy needs – household, business and transport
- Provide communication and digital connectivity
- Transport people and goods (covered under *Opportunity 6: Prioritise sustainable **and accessible** transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities*).

For infrastructure networks provided by local councils, including water infrastructure, each council is required to prepare an infrastructure strategy, and supporting network and catchment plans, to ensure there is sufficient capacity to meet current and future demands, and that environmental standards are met. Infrastructure strategies are updated based on changes to growth projections, such to inform decisions on infrastructure investment.

Telecommunications and energy infrastructure are provided by state-owned enterprises and the private sector. Telecommunications infrastructure is fundamental to the digital transformation of public and private infrastructure, while electricity infrastructure is fundamental to the transition to a low emissions future.

A key issue is the need to ensure that infrastructure is provided that meets the needs of mana whenua for the development of kāinga nohoanga on Māori Land, with a particular focus on MR873 at Tuahiwi. While policy and plan changes have occurred to enable kāinga nohoanga in Greater Christchurch, this has not been supported with investment in infrastructure. Within Greater Christchurch's urban areas, it is assumed that the development of kāinga nohoanga will be able to be accommodated within the capacity of existing infrastructure or through planned infrastructure upgrades.

The close alignment of infrastructure provision with the growing and changing needs of people, communities and businesses requires strong partnerships and joint planning, including:

- Partnering with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve Land to ensure that there is sufficient capacity, and feasible access to, local networks; while also supporting mana whenua with upgraded infrastructure where needed within urban areas to enable kāinga nohoanga
- Establishing strong partnerships with providers of energy and digital technologies, and ensuring that planning for telecommunications and energy infrastructure is well integrated with new development.

#### **Current and planned state of strategic infrastructure networks**

- Wastewater networks have capacity to meet growth over the next decade, although some specific locations or sites may require infrastructure upgrades or alternative solutions to enable development. This includes MR873 at Tuahiwi, where a bespoke approach to the funding and delivery of services may be needed.
- The suburbs of Shirley and Aranui in Christchurch are serviced by a vacuum sewer system, which are at or near operational capacity and currently with no feasible solution to increase capacity.
- Most sites have the ability to mitigate stormwater effects on-site, or have planned local catchment solutions and programmes to address water quality and quantity issues. For some sites, on-site mitigation infrastructure may be required that will add to development costs. However, this does not preclude development from occurring.
- In Christchurch, major water supply upgrades have been completed or are planned for completion over the next 10 years. A focus for water supply assets will be over \$200 million invested in the improvement and maintenance of the reticulation network. This will reduce leakages and improve the long term sustainability of the water supply, ensuring these assets remain fit-for-purpose to accommodate future growth and to meet required water quality and health standards.
- Growth in the use of electricity for transport will necessitate greater provision of electric charging networks in Greater Christchurch. This is expected to be provided by the private sector. Over time, there may be a requirement for greater local generation of green energy. **The provision of reliable renewable energy will be important for achieving a low carbon future for Greater Christchurch.**
- **The National Grid will continue to play an important role in electrification of the economy and will need to be protected. Long-term planning for the maintenance, operation, upgrading and development of the National Grid needs to be facilitated and supported. While existing National Grid assets are identified on the Spatial Plan maps, new development will necessitate new assets, particularly to connect to new generation.**
- Telecommunications technology is continually changing to meet the expectations of customers for new, faster and uninterrupted digital experiences. The challenge is finding locations to increase the density of telecommunications networks to meet the demand generated by growth. Redevelopment and new growth areas need to integrate network infrastructure with land use and the needs of communities.

#### **5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy.**

Greater Christchurch is a business and research hub for primary production across Canterbury and the South Island. Primary production is one of the key drivers of our economy and employment. A strong agricultural economy supports growth and development in the rest of the economy due to its linkages with research, manufacturing, and transport. Quarries also play an important role in urban growth and development. Consideration needs to be given to their location, operation, and function, to ensure a reliable and affordable future supply of aggregates and that adverse impacts on communities and the environment, including potential effects on groundwater and drinking water sources, can be appropriately managed. This includes the rehabilitation of quarry sites once extraction ceases.

Primary production activities are located within Greater Christchurch, and urban growth can impact these land uses and rural communities. Some of these effects can be positive, bringing new people and amenities to rural areas. However, there are also adverse effects of urban growth which need to be managed.

It is recognised that primary production activities can have adverse effects on existing urban areas. This is commonly addressed through Regional and District Plans through provisions like setback, noise controls, odour and dust limits etc. This should continue in balance with 'greenfield' development in locations that ensure primary production activities can continue, while ensuring residential areas remain pleasant places to live.

There is need for primary production activities to be able to expand or change in response to new markets and new issues, including transforming to a lower emissions economy. A growing primary production industry creates opportunities for other industries to prosper.

### **5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.**

Greater Christchurch has significant tertiary education and research capability. This includes four tertiary institutes and several research institutes, including six of the seven Crown Research Institutes in Aotearoa New Zealand.

There are more than 25,000 tertiary students across the four tertiary campuses in Greater Christchurch. The majority of these institutions are located outside of the significant urban centres of Greater Christchurch, and may be impacted by urban growth. Improved public transport links to campuses will enhance integration with Greater Christchurch.

Tertiary and research institutes need to be provided for and protected as these institutions are providing the skilled workers of the future as well as key drivers creating and adopting innovations, and providing more sustainable ways for our communities and businesses to operate.



## Part 3 – Connecting people and places

**Opportunity 6: Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities**

*A transformational shift in how people travel is needed to achieve major reductions in transport emissions. This is one of the biggest challenges facing Greater Christchurch and will require substantial improvements in its transport system. The Spatial Plan takes an integrated approach to strategic land use and transport planning to provide a pathway to achieving a more sustainable, accessible and equitable transport future.*

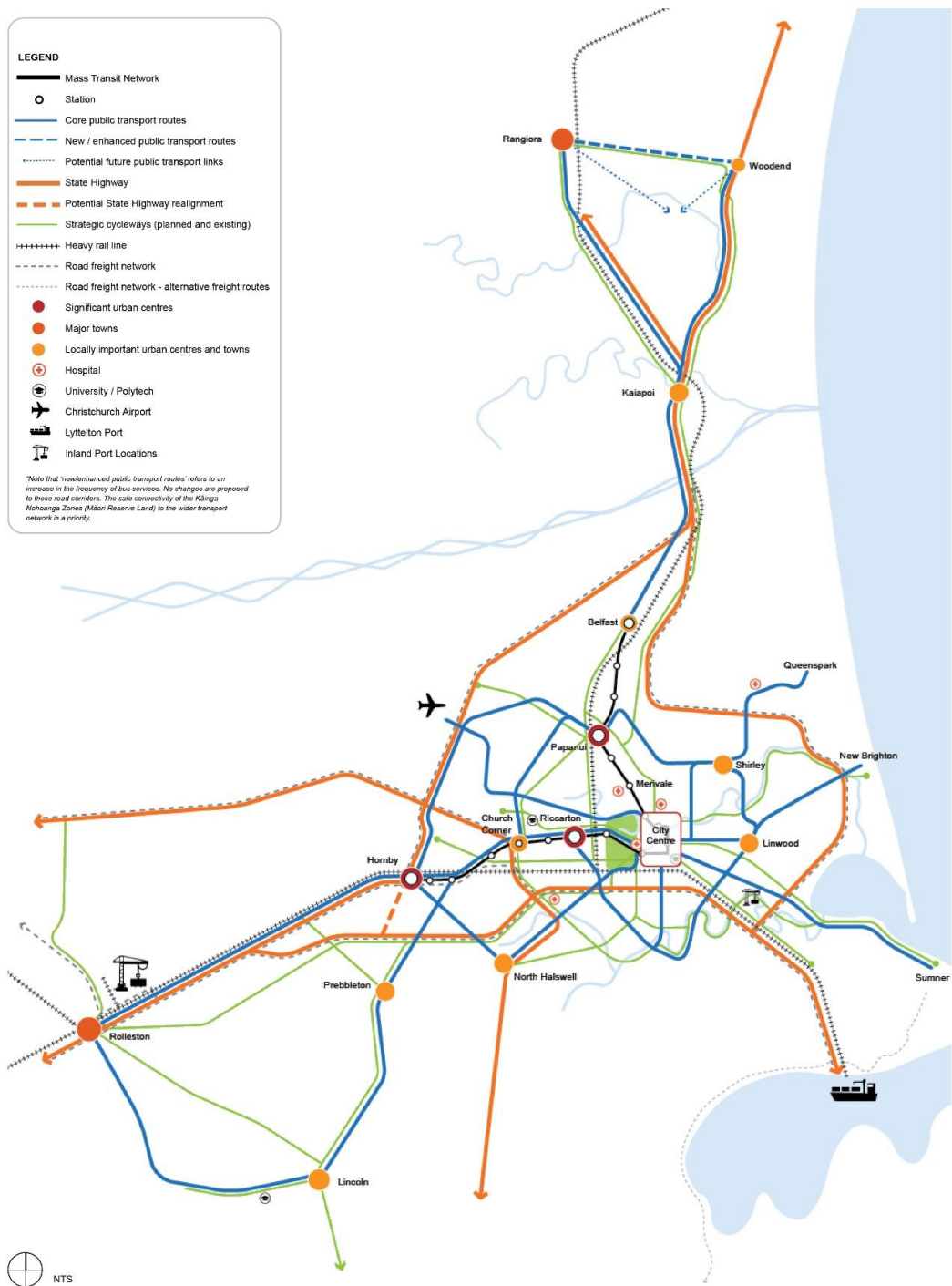
### Context

- There is a strong dependence on cars to travel in Greater Christchurch.
- Population growth will continue to increase the vehicle kilometres travelled by cars and other light vehicles based on current travel patterns. Substantial reductions in vehicle kilometres travelled by the light fleet is needed to achieve emissions reductions targets.
- Growth in vehicle kilometres travelled will also increase congestion, which has implications for health, safety, amenity, productivity and the environment.
- Shifting transport choices away from cars requires significant improvements to public and active transport, and measures to encourage people to change their travel behaviour; along with an urban form that supports people to take shorter trips to meet their daily needs and activities.
- The prosperous development of kāinga nohoanga on Māori Reserve Land requires significant improvements to levels of accessibility to surrounding transport networks and services.
- The volume of freight is forecast to continue to increase in the future, while the emissions from heavy transport needs to decrease to support reductions in transport emissions.
- The strategic road and rail networks are essential for moving goods into, out of and within the city region, and supporting it to be the primary logistics hub for Te Waipounamu / South Island.

### Direction

- 6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micro mobility
- 6.2 Significantly improve public transport connections between key centres
- 6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga
- 6.4 Develop innovative measures to encourage people to change their travel behaviours
- 6.5 Protect the effective operation of the freight network

Map 15: Transport network



## Direction

### *6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micromobility*

A key component of the focus on targeted intensification is the creation of an urban form that supports and encourages as many trips as possible being made by active travel – walking, cycling and other modes of micro mobility (such as scooters). Achieving this requires not only an increase in density of development in centres, but also a commitment to urban design that prioritises active travel within and between communities – making it safe and convenient.

Some ways that active travel could be supported include ensuring good walking and cycling access within local communities and to local centres; extending the network of dedicated cycleways and cycle lanes to create a comprehensive network that connects key centres and destinations; creating low speed zones and limited access streets in residential areas; and rebalancing the use of roads and streets to reflect the functions of place and movement.

### *6.2 Significantly improve public transport connections between key centres*

Reducing the reliance on cars means encouraging people to use public transport more often. This requires significant improvements to public transport services to ensure they offer an attractive alternative to cars for a broader range of trips, particularly those less suited to active travel.

An important first step to improving Greater Christchurch’s public transport network is to accelerate the implementation of planned improvements to the existing bus network, as set out in the Greater Christchurch Public Transport Futures programme. This involves frequency improvements coupled with infrastructure investments that will support faster and more reliable journey times on core bus routes. These core routes provide connections to Christchurch’s Central City and other key centres where more intensive development is planned. The programme includes reallocation of road space on core routes to enable priority way for buses.

A key feature of the future public transport network in Greater Christchurch is the proposed mass rapid transit service that would offer a high frequency and capacity ‘turn-up-and-go’ service on the strategic growth corridors along Papanui Road and Riccarton Road, linking with the Central City. The delivery of this service would involve a phased implementation, starting initially between Papanui and Church Corner, then extending to Belfast and Hornby, and with improved connections to key towns in Selwyn and Waimakariri.

Higher density residential and commercial development within the walkable catchments of mass rapid transit stations would support a higher share of trips being made using public transport, which would in turn support frequency and capacity improvements.

### *6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga*

Planning and investing in improved accessibility to Māori Reserve Land by public and active modes of transport is necessary to support the prosperous development of kāinga nohoanga in Greater Christchurch. Delivering better connections to Māori Land, as well as supporting kāinga nohoanga within urban areas with improved accessibility, will involve a partnership approach between mana whenua, and councils and Waka Kotahi.

The development of Greater Christchurch’s transport network in the future must also not preclude or prevent the development of Māori Reserve Land as settlements to their fullest extent possible. This includes ensuring that Māori Land is not used or taken for public infrastructure required to service development on adjoining or proximate land.

#### *6.4 Develop innovative measures to encourage people to change their travel behaviours*

A significant change in travel behaviour needs to occur to meet the objective for a more sustainable, accessible and equitable transport system in Greater Christchurch. Achieving mode shift from cars to public and active modes of transport will be particularly important for reducing vehicle kilometres travelled by cars and other light vehicles, and contributing to emissions reduction targets.

The focus on targeted intensification in urban and town centres, and along public transport corridors, together with the proposed improvements to public and active modes of transport, will provide a strong platform for the shift away from cars. However, reducing the reliance on cars will also need to be supported by planning and investing in systemic changes in travel behaviours, recognising the massive shift that needs to occur largely within the next decade.

Some ways that effective travel demand management and behaviour change initiatives could be delivered include building awareness and understanding about the range of low emissions travel options through information and education initiatives; incentivising the use of public and active transport through appropriate pricing and promotions; managing car parking policies; and supporting central government investigations into future road pricing options.

#### *6.5 Protect the effective operation of the freight network*

As the main freight and logistics hub for Te Waipounamu / South Island, it is essential that the development of Greater Christchurch continues to support a well-functioning freight network. This means ensuring that the strategic road and rail connections to key freight and logistics hubs, including the Port of Lyttelton, Christchurch Airport and the inland ports at Rolleston and Woolston, are not compromised by development and uncontrolled growth in travel demands on the network.

This is likely to require steps in the future to prioritise the use of road space on strategic freight routes, primarily the state highways, and to direct housing development away from those routes to ensure that the amenity of residential areas are not compromised. In some cases, it may be necessary to consider relocating strategic freight routes to reduce the potential conflict with residential and commercial intensification.

Shifting freight from road to rail and coastal shipping will help to reduce emissions from freight, as well as reduce the pressure on the road network in Greater Christchurch.

**In the longer term, the heavy rail corridor may provide some additional passenger service opportunities to complement and integrate with the MRT network proposed in this plan, once that new infrastructure is in place. It is acknowledged that this would require significant investment and would need to be done in a way that does not compromise the critical role this network plays in freight distribution.**

## Implementation

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### Joint work programme

The partnership has developed a joint work programme comprising key actions and initiatives, and a selection of Priority Areas, that will help to implement the direction of the Spatial Plan. The work programme will also inform the investment decisions made by partners.

An indication of what each component of the joint work programme will entail is provided below, along with how they align with the six opportunities of the Spatial Plan.

The partnership will agree the scope and resources needed to deliver the joint work programme.

The ~~Whakawhanake Kāinga Kōmiti~~ **Greater Christchurch Partnership Committee** will receive biannual updates on the progress of the joint work programme.

The Spatial Plan is an enduring document, with the scope for new Priority Areas, key actions and initiatives, and tools being added to the joint work programme if they should arise in the future. The plan will be reviewed and updated (as needed) every five years. **In accordance with the NPSUD 2020, the Future Development Strategy component of the plan will be reviewed and updated (as needed) every three years.**

Action / Initiative	Purpose	Opportunity 1: Protect historic heritage and sites and areas of significance to Māori	Opportunity 2: Reduce risks from natural hazards and climate change	Opportunity 3: Protect, restore and enhance the natural environment	Opportunity 4: Support thriving communities with diverse and affordable housing	Opportunity 5: Provide space for businesses and the economy to prosper	Opportunity 6: Prioritise more sustainable modes of travel	Supporting Agencies	Timing
Greater Christchurch Transport Plan (including Mass Rapid Transit)	To plan and coordinate the development of an integrated transport system that will encourage mode shift, reduce vehicle kilometres travelled and transport emissions, and help shape the urban form.							Urban Growth Partners	Ongoing
Kāinga Nohoanga Strategy	To provide direction to partners on how to support and enable kāinga nohoanga on Māori Land and within urban areas.							Urban Growth Partners	Ongoing
Priority Areas	To enable aligned and coordinated action across multiple agencies to inform and prioritise investment to achieve change and growth that will not be delivered by the market on its own.							Urban Growth Partners, <u>Relevant Crown Partners</u> , Developer Sector	To be determined
Joint Housing Action Plan	To create a housing action plan that ensures the entire housing continuum is working effectively to provide <b>quality</b> , affordable housing choice and diversity.							Urban Growth Partners, Community Housing Providers, Developer Sector	Short term

Blue-Green Network Strategy (including Green Belt Concept)	To develop an integrated blue-green network strategy reflecting the blue-green network principles and environmental directions. This strategy will also include investigating options to establish a Green Belt Action Plan.							Urban Growth Partners	Medium term
Economic Development Plan	To create a comprehensive economic development plan that integrates and coordinates existing strategies and plans to realise the Spatial Plan's aspirations for economic prosperity.							Urban Growth Partners, <u>Relevant Crown Partners</u> , Economic Development Agencies, Canterbury Employers Chamber of Commerce, Tertiary Education Providers	Medium term
Statutory tools	To assess, propose and implement the suite of statutory tools that will give effect to the Spatial Plan, <b><u>improve the feasibility of intensification</u></b> , and enable delivery of the joint work programme.							Urban Growth Partners	Short term
Non-statutory tools	To assess, propose and implement the suite of non-statutory tools that will give effect to the Spatial Plan, <b><u>improve the feasibility of intensification</u></b> , and enable delivery of the joint work programme.							Urban Growth Partners	Medium term

**Key**

	Major contribution to the opportunity
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	Moderate contribution to the opportunity
	Minor contribution to the opportunity



## Tools

Tools that enable the Spatial Plan to deliver on its directions can either be statutory or non-statutory. Previous growth plans and strategies have predominantly focused on statutory tools, which have been implemented by councils. The partnership believes a more flexible approach comprising a mix of statutory and non-statutory tools will be more effective in delivering on the outcomes sought by the plan.

The joint work programme will consider a broad range of both statutory and non-statutory tools to be used for selection by the partnership. The responsibility for implementing these tools will reside with the partner that has the authority or is best suited to deliver the tool.

## Partnerships

The partnership is committed to showing visible leadership and using a collaborative approach to address the issues identified for Greater Christchurch. Although implementation of the Spatial Plan will principally be the domain of councils, mana whenua and government agencies, the private sector, third sector and community also have a key role to play in ensuring the shared vision for the future is realised.

Coordinated action with infrastructure providers and the development sector will be of particular importance to enabling the type and scale of development needed to achieve the desired pattern of growth. It will be crucial that investments are aligned with the planned direction set out in the Spatial Plan, which will require strong working relationships between councils, infrastructure providers, developers and the property sector.

## Monitoring

The partnership will establish an implementation plan and mechanisms to monitor progress in achieving the opportunities, directions and key moves set out in the Spatial Plan, and for reporting on progress of the joint work programme. The progress made on the work programme will be reported bi-annually to the ~~Whakawhanake Kāinga Komiti~~ **Greater Christchurch Partnership Committee. The partnership must also undertake monitoring as required by the National Policy Statement on Urban Development which will inform future development capacity assessments.**

The Spatial Plan will be reviewed every five years, incorporating the latest release of census information from Stats NZ. This will ensure that future iterations of the plan can respond to changing demographic, social, economic and cultural factors. **In accordance with the NPSUD 2020, the Future Development Strategy component of the plan will be reviewed every three years following the preparation of the latest Housing and Business Development Capacity Assessment.**

The joint work programme should be reviewed and updated every three years to coincide with council's long term planning processes to ensure the partnership prioritises and adequately resources the delivery of the Spatial Plan (and its future iterations).

# Greater Christchurch Spatial Plan

Hearing Panel - Clean Version

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## Key terms

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### **BLUE-GREEN NETWORK**

A blue-green network is a series of spaces and corridors that follow and connect water bodies, parks, green areas and the coast. Blue elements include rivers, streams, storm water drains and basins, wetlands, freshwater, and coastal water; while green elements include trees, parks, forests, reserves and greenways.

### **CENTRE**

A centre is a location that is a focal point for economic, social, community and civic activity. This plan refers to four different types of centres – being significant urban centres, major towns, locally important urban centres and towns, and key business areas – reflecting the expected scale and mix of activities and buildings.

### **DENSITY**

Density refers to the number of houses or dwellings within a certain area. The higher the number of dwellings per hectare, the higher the density. This plan refers to low, medium and high density. Low density generally describes an area with predominately detached dwellings on sections greater than 300m<sup>2</sup>. Medium density describes areas where attached dwellings are more prevalent, such as semi-detached or duplex dwellings, terraced housing, or low-rise apartments. In high density areas, multi-story buildings are prevalent.

### **DEVELOPMENT CAPACITY**

Development capacity means the capacity of land to be developed for housing or for business use; based on the zoning, objectives, policies, rules and overlays that apply in the relevant proposed and operative Resource Management Act planning documents, and the provision of adequate development infrastructure to support the development of land for housing or business use.

### **GREATER CHRISTCHURCH**

Greater Christchurch is described in detail in the Greater Christchurch Spatial Plan, however it is generally understood as the area covering the eastern parts of Waimakariri and Selwyn Districts Councils and the metropolitan area of Christchurch City Council, including the Lyttelton Harbour Basin. It includes the towns of Rangiora, Kaiapoi and Woodend/Pegasus to the north and Rolleston, Lincoln and West Melton to the south-west. The extent of Greater Christchurch is shown on Map 2 of the Greater Christchurch Spatial Plan.

### **GREEN BELT**

A green belt is a planning tool used to maintain areas of green space around urban areas, often acting as a transition between urban and rural areas.

### **KĀINGA NOHOANGA**

Kāinga nohoanga is a form of settlement or land development for members of hapū or whānau providing residential accommodation. It may also include accommodation for visitors and short term residents with associated communal buildings and facilities; as well as social activities and facilities, commercial activities, and cultural facilities and activities.

### **MASS RAPID TRANSIT**

Rapid transit is a step up from conventional public transport, being a quicker, more frequent and reliable, higher-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic. It was also being mentioned as ‘turn-up-and-go’ service.

### **MIXED-USE**

Mixed-use refers to the variety of activities permitted by planning regulations to occur either within a location (such as within a town centre) or on a site. Mixed-use planning regulations permit a variety of residential, commercial or community activities to occur, rather than restricting activities to a single use, such as residential only.

### **MODES OF TRANSPORT AND MODE SHIFT**

Transport modes refers to the different ways or types of vehicles people use to get from A to B. In this plan, the different modes of transport referred to include public transport (such as bus services), active transport (such as cycling and walking) and private vehicles (such as cars). Mode shift means growing the share of travel by public transport, cycling and walking.

### **NGĀ WAI**

Ngā Wai encompasses water bodies and their margins, and include ngā awa (rivers), ngā roto (lakes), ngā hāpua (coastal lagoons), ngā repo (wetlands) and ngā puna (springs).

### **PRIORITY AREAS**

Priority Areas are areas that the partnership wishes to focus coordinated effort at a given time. They are a key tool as part of the Urban Growth Agenda framework that provides a mechanism for coordinated and aligned action across multiple agencies; to inform, prioritise and unlock investment, and drive collective accountability.

It is important to note that if an area is not a ‘Priority Area’ through this process, it does not mean that it may not become one at a later date. The list of Priority Areas can change and be re-prioritised as challenges and opportunities change or evolve. It also does not mean that development, partnership and investment in areas outside of a Priority Area cannot occur. The currently identified Priority Areas are set out in Table 1.

### **SOCIAL INFRASTRUCTURE**

Social infrastructure includes parks and open spaces, community facilities, schools and health facilities. In this plan, the term infrastructure includes social infrastructure, unless specified otherwise.

### **TARGETED INTENSIFICATION**

Targeted intensification refers to accommodating housing and business growth through greater intensification around key urban and town centres, and along public transport corridors.

### **URBAN FORM**

The urban form is the physical shape and land use patterns of towns and cities. It refers to housing types, street types, how they sit in the environment and their layout. It includes the location, density and design of homes, workplaces, schools, parks and other community facilities, as well as the transport networks that connect them.

**WĀHI TAONGA**

Wāhi Taonga are treasured places that have high intrinsic value, and are valued for their capacity to shape and sustain the quality of life. Access to these areas is important to Ngāi Tahu identity.

**WĀHI TAPU**

Wāhi Tapu are sites and places that are culturally and spiritually significant to the history and identity of mana whenua. Wāhi Tapu sites are to be protected according to tikanga and kawa to ensure the sacred nature of those sites is respected.

**WELL-FUNCTIONING URBAN ENVIRONMENTS**

The National Policy Statement on Urban Development requires planning decisions to contribute to well-functioning urban environments. A definition of well-functioning urban environments is provided in the *Delivering on national direction* section of this plan.

## Introduction

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Over the past 15 years, Greater Christchurch has grown rapidly to a population of around half a million. By 2050, up to 700,000 people could be living in Greater Christchurch – 40% more than there are today, with the population potentially doubling to 1 million people in the future. It's important to plan for how growth this significant will be accommodated, while also looking after the environment and responding to climate change.

In 2022, the Greater Christchurch Partnership and the Crown established an Urban Growth Partnership for Greater Christchurch – the Whakawhanake Kāinga Komiti. This partnership of central government, local government and mana whenua is focused on shared objectives related to affordable housing, emissions reduction, and creating liveable and resilient urban areas.

The first priority of the partnership is to prepare the Greater Christchurch Spatial Plan.

The Draft Spatial Plan sets out the partners' shared vision for the future of Greater Christchurch. It is a plan for action, for starting now to make the transformational shifts needed to secure the future of Greater Christchurch. This includes a clear pathway for how the city region will create prosperous and well-functioning urban environments, and build greater resilience in the context of the changing environment. It sets out what the priorities are and what needs to happen to achieve them.

Its overarching directions include a focus on targeted intensification in centres and along public transport corridors, along with the prosperous development of kāinga nohoanga on Māori Land and within urban areas.

The direction set out in the plan is supported by commitments across central government, local government and mana whenua to partner and invest in shared priorities for Greater Christchurch, to ensure the city region remains a great place to live for all. The implementation of the plan will form the ongoing work programme of the partnership.

### Acknowledging Te Tiriti and Rangatiratanga

The contemporary relationship between Ngāi Tahu whānui and the Crown is defined by three core documents: Te Tiriti o Waitangi, the Ngāi Tahu Deed of Settlement 1997 and the Ngāi Tahu Claims Settlement Act 1998.

Papatipu Rūnanga expect that the partners will honour Te Tiriti o Waitangi and the principles upon which it is founded, including principles of Partnership and recognition of their rangatiratanga status.

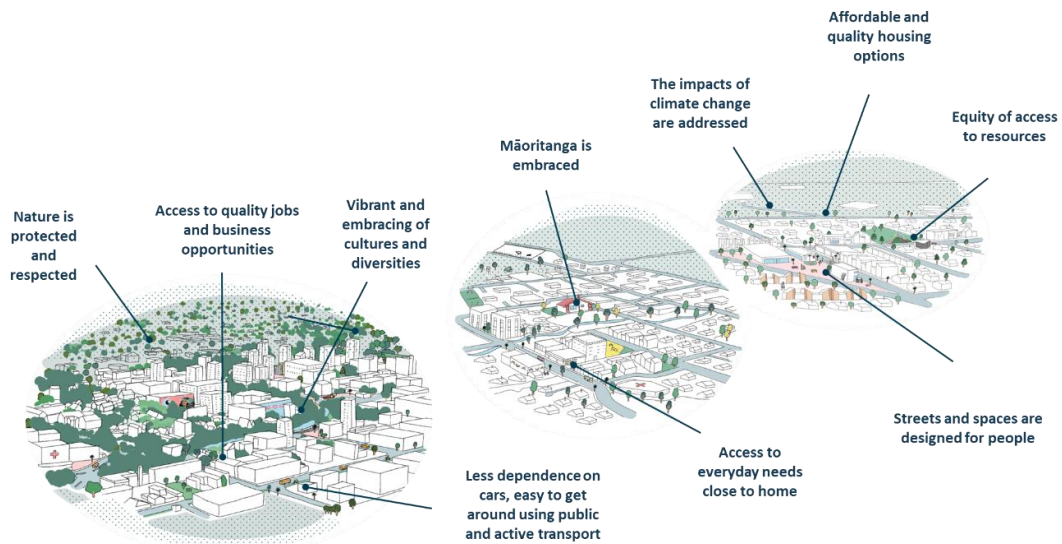
In making its apology in 1998, the Crown acknowledged that Ngāi Tahu holds rangatiratanga within the Ngāi Tahu takiwā. Further, the Te Rūnanga o Ngāi Tahu Declaration of Membership Order 2001 establishes individual Papatipu Rūnanga as the entities with responsibility for resources and the protection of tribal interests within their respective takiwā.

These documents and matters have informed the nature and manner of engagement and collaboration between the Papatipu Rūnanga and the partners involved in the development of this Spatial Plan, and the commitments made to actively support and assist mana whenua fulfil their priorities.

## The aspirations for Greater Christchurch – a place to live well

The Spatial Plan seeks to deliver on the community aspirations for Greater Christchurch – where the interrelationship between people and nature underpins a focus on intergenerational wellbeing, and positions Greater Christchurch to be a place that supports the wellbeing of generations still to come.

**Figure 1: Community aspirations for Greater Christchurch in 2050**





## The Greater Christchurch area

Greater Christchurch is found at the meeting point of the Canterbury Plains, the Pacific Ocean, and the volcanic remnants of Whakaraupō / Lyttelton and Te Pātaka a Rākaihautū / Banks Peninsula.

It extends from Rangiora in the north to Lincoln in the south, and from Rolleston in the west to Sumner in the east. It includes the flat lands and Port Hill areas of Ōtautahi Christchurch, and the surrounding towns and rural areas. Its landscape is dominated by rivers, lakes, estuaries, coastal lagoons, wetlands and springs.

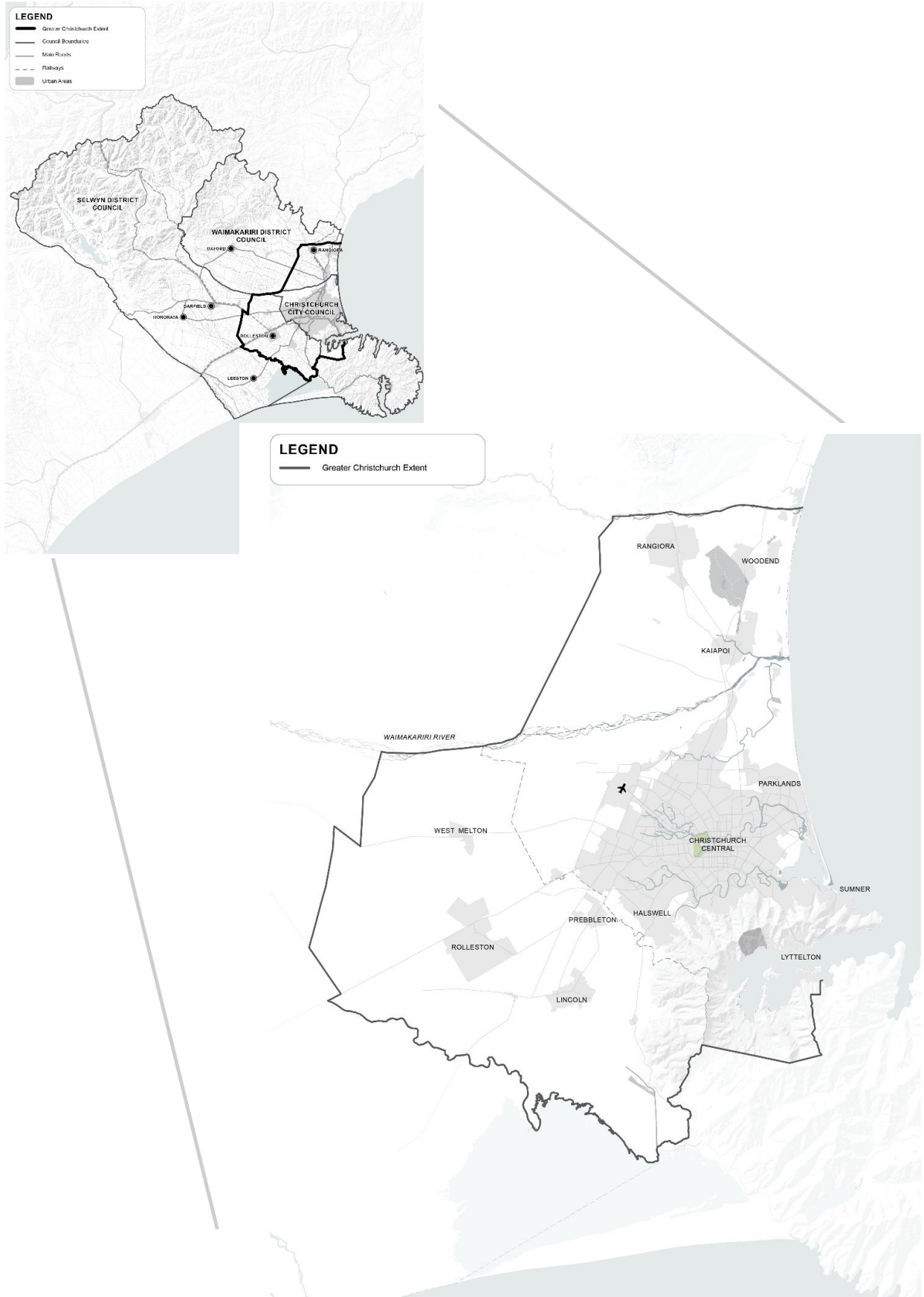
Greater Christchurch includes parts of three territorial authorities: Christchurch City, Selwyn District and Waimakariri District. It is also part of a cultural landscape that holds significant historic and contemporary cultural importance for Ngāi Tahu whānui.

Greater Christchurch traverses the takiwā of three Papatipu Rūnanga: Te Ngāi Tūāhuriri, Taumutu and Te Hapū o Ngāti Wheke (Rāpaki), with the marae of Te Ngāi Tūāhuriri and Te Hapū o Ngāti Wheke being located within the Greater Christchurch area. The marae associated with each of the Papatipu Rūnanga are the beating hearts of tribal identity and centres for cultural, social and economic activities.

Greater Christchurch sits within and has deep connections with the wider Waitaha / Canterbury region.

The geographic extent of Greater Christchurch is shown in *Map 1*.

Map 1: The geographic area of Greater Christchurch



## Context

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### How Greater Christchurch has grown

The Greater Christchurch area has been inhabited by Māori for settlement, resource gathering and exercising of cultural practices for more than 1,200 years. The earliest peoples in the area were the Waitaha, who were succeeded by Ngāti Mamoe. Ngāti Mamoe were followed soon after by hapū who came to be known as Ngāi Tahu.

The coastline of Te tai o Mahaanui acted as an important route for trade and travel, while the water bodies and forests in the area provided a rich source of mahinga kai.

The abundance of resources in the area attracted European settlers from the 1800s. Christchurch became a centre for provincial government, as well as the market, logistics, services and education hub for the surrounding region. Farming was the city's first industry, reflecting the pre-eminence of the Waitaha / Canterbury region as a farming province.

The way that Christchurch and the towns in Selwyn and Waimakariri have grown over time has been enabled by the availability of flat land on the Canterbury Plains that is relatively easy to subdivide and service. The increased ownership of the private car during the middle of the 20<sup>th</sup> century also enabled the urban area to develop beyond the inner city and along tram lines, to the suburbs and surrounding towns. The reliance on the car for travel has since become ingrained in the fabric of Greater Christchurch.

In 2010 and 2011, a series of earthquakes caused widespread damage to Greater Christchurch. It resulted in the permanent displacement of whole neighbourhoods in the eastern areas of Christchurch and in Kaiapoi, and demolition of many buildings in Christchurch's Central City. This included demolition of a significant number of Heritage Listed buildings. This led to a substantial shift of households and businesses to the western areas of Christchurch and towns in Selwyn and Waimakariri.

The private and public sectors have made considerable investments since. The Central City in particular has benefitted from modern infrastructure, new civic assets, urban realm improvements, and large residential and commercial developments. The rebuild of the Central City has been the most ambitious urban renewal project in Aotearoa New Zealand's history and is once again a place that is attractive to people and businesses.

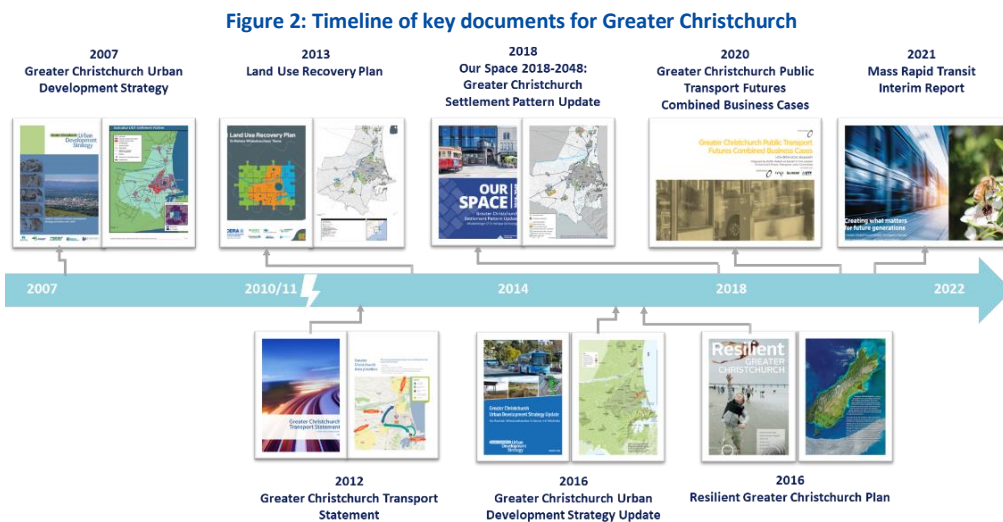
Greater Christchurch's population of around half a million people, represents more than 80 percent of the Waitaha / Canterbury population and almost half of the Te Waipounamu / South Island population. Strong population growth in Greater Christchurch over recent years reflects its highly valued lifestyle, including the easy access to green spaces and the outdoors, the sense of community, the relative affordability of living, and the growing vibrancy. It's also benefitted from immigration, which has created a rich and diverse population.

Greater Christchurch has developed into the primary economic hub and commercial centre for the Waitaha / Canterbury region and Te Waipounamu / South Island, supporting a number of nationally important economic assets. This includes a large business sector, four tertiary institutions, a number of research institutions, an international airport, a sea port and two inland ports.

## Planning and policy context

### Building on previous growth strategies

The first strategic growth strategy developed for Greater Christchurch was the Greater Christchurch Urban Development Strategy in 2007 (which was updated in 2016). The collaborative work of the Greater Christchurch Partnership since has been guided by this strategy, including the planning undertaken to accommodate the large number of households and businesses displaced after the earthquakes in 2010 and 2011.

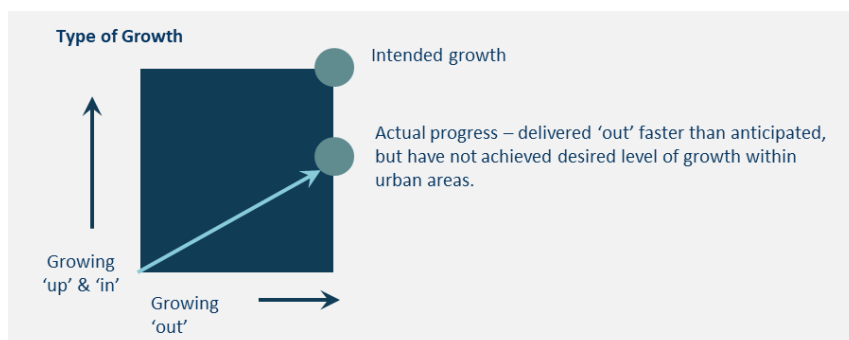


This Spatial Plan builds on and replaces the previous plans and strategies developed for Greater Christchurch, but does not seek a fundamental change from their strategic direction.

It provides an up-to-date look at how Greater Christchurch has evolved over recent years, and the strategic opportunities and challenges for taking the city region forward.

It recognises that Greater Christchurch has seen growth through the expansion of urban areas happen faster than anticipated and growth through intensification of urban areas not achieve anticipated levels. This was a by-product of the earthquakes and an acknowledged divergence from the planned growth direction.

**Figure 3: Intended versus actual pattern of growth**

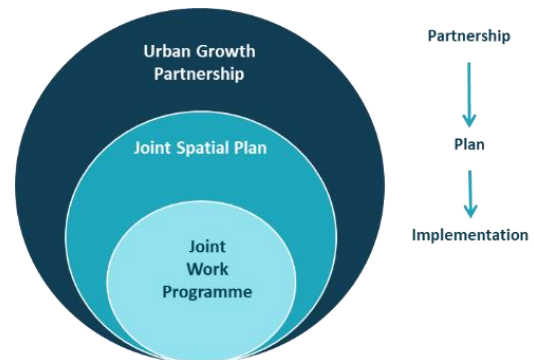


## Delivering on national direction

The Spatial Plan has been prepared under the Urban Growth Agenda – a central government programme to improve coordination between central government, local government and mana whenua in high growth urban areas.

The Spatial Plan is the first priority of the Urban Growth Partnership for Greater Christchurch – the Whakawhanake Kāinga Komiti. The Komiti’s priorities strongly align with the objectives of the Urban Growth Agenda and wider national direction, and reflects the issues facing Greater Christchurch.

Figure 4: Components of the Urban Growth Partnerships programme



## Whakawhanake Kāinga Komiti’s priorities

Create a well-functioning and sustainable urban environment. Priority will be given to:

- Decarbonising the transport system
- Increasing resilience to natural hazards and the effects of climate change
- Accelerating the provision of quality, affordable housing
- Improving access to employment, education and services.

The Spatial Plan satisfies the requirements of a future development strategy under the National Policy Statement on Urban Development. This includes setting out how well-functioning urban environments will be achieved, and how sufficient housing and business development capacity will be provided to meet expected demand over the next 30 years.

Relevant national policy that has informed the Spatial Plan includes the Government Policy Statement on Housing and Urban Development, Government Policy Statement on Land Transport, the Emissions Reduction Plan, and every national policy statements under the Resource Management Act 1991.

What this national direction requires of the Spatial Plan is summarised below.

### **Well-functioning urban environments**

Contribute to well-functioning urban environments, which at a minimum:

- Have or enable a variety of homes that meet the needs, in terms of type, price and location, of different households; and
- Have or enable a variety of homes that enable Māori to express their cultural traditions and norms; and
- Have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and
- Have good accessibility for all people between housing, jobs, community services, natural spaces and open spaces, including by way of public or active transport; and
- Support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and
- Support reductions in greenhouse gas emissions; and
- Are resilient to the likely current and future effects of climate change.

### **A low emissions future**

Plan for an urban form and transport system that substantially reduces greenhouse gas emissions, including supporting a transformational shift in transport choices.

### **A healthy natural environment**

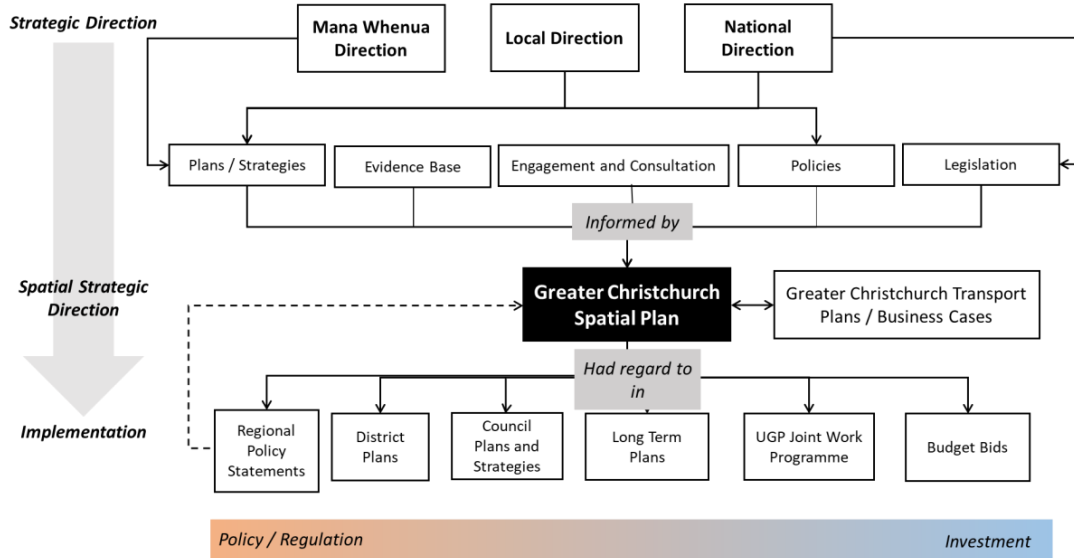
Protect highly productive land for food and fibre production, manage water bodies in a way that gives effect to Te Mana o te Wai, and conserve the natural environment for the benefit of future generations.

## Aligning with local and regional planning processes

The Greater Christchurch councils are also progressing their own local and regional planning processes. Many of these have informed the Spatial Plan and some will help implement the direction of the plan.

**Figure 5: Planning context for the Spatial Plan**

**Figure 5**



Related planning processes currently underway:

- Councils are implementing the Medium Density Residential Standards from the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act. Christchurch City Council notified changes to its District Plan in March 2023. Selwyn and Waimakariri District Councils have incorporated changes into their district plan reviews as variations, with decisions expected mid-2023 for Selwyn and the last quarter of 2024 for Waimakariri.
- Selwyn and Waimakariri District Councils are reviewing their district plans. For Selwyn, hearings are underway with decisions expected mid-2023. For Waimakariri, hearings will run from May 2023 to May 2024 with decisions expected late-2024.
- Canterbury Regional Council is reviewing the regional planning framework for Canterbury. A new Regional Policy Statement is expected to be notified at the end of 2024. This process seeks to align the regional planning framework with national direction such as the National Policy Statement for Freshwater Management 2020, including Te Mana o te Wai. It also includes a review of the noise contours relating to Christchurch International Airport, mapping of highly productive land, and development of significance criteria for new greenfield areas. This review will also continue to consider, and direct, how to manage urban growth in balance with activities that occur in the rural environment.
- The Christchurch City Council is undertaking a Coastal Hazards Adaptation Framework with its coastal communities to create adaptive pathways to respond to coastal hazard risks. It is anticipated that this work will inform future changes to the District Plan. The Selwyn and Waimakariri District Councils are currently in the early phase of their coastal hazard adaptation work. All three councils, along with Environment Canterbury, other territorial authorities in Waitaha Canterbury and papatipu rūnanga, have been involved in the Canterbury Climate Risk Assessment published in early 2022 through the

Canterbury Mayoral Forum. It is also anticipated that a signalled new law ‘the Climate Adaptation Act’ will assist in responding to complex legal and technical issues associated with coastal hazard risks if and when it is enacted by the Government.

### Mahaanui Iwi Management Plan

The Mahaanui Iwi Management Plan is an expression of kaitiakitanga and rangatiratanga from the six Papatipu Rūnanga with mana whenua rights over the lands and waters within the takiwā from the Hurunui River to the Hakatere River, and inland to Kā Tirititi o Te Moana – an area that encompasses Greater Christchurch. It is first and foremost a planning document intended to assist Papatipu Rūnanga participate in all aspects of natural and environmental management. It provides a comprehensive suite of objectives and policies that identify values, priorities and processes that should be followed in the restoration and protection of the natural environment, as well as the planning and development of urban areas. It has been a key background document to inform the development of the Spatial Plan.



## Looking to the future

Greater Christchurch is well placed for much greater population and economic growth.

The latest projections from Stats NZ indicate Greater Christchurch's population could grow from a population of approximately half a million to around 700,000 by 2051.

If Greater Christchurch was to grow at the rate seen over the last 15 years, then it could reach a population of 700,000 within the next 30 years and in time one million, doubling the size of today's population.

This growing population will become more ethnically diverse, with people identifying as Māori, Pacifica and Asian forming a larger share of the young people and working-age population. As the population ages and becomes more diverse, it's critical that a range of housing types and models of community living are provided so people can stay in their communities through different stages of their lives, and live with their whānau and friends.

Recent investments in infrastructure, buildings, assets and communities provides the opportunity to attract more people, business and investment to the city region. This is critical to the future of Christchurch's Central City, which remains economically vulnerable. About 40,000 people now work in the Central City, which is below pre-earthquake levels and is particularly low compared with the 115,000 people working in the central business districts of Auckland and Wellington.

Moving to a net zero emissions future, along with building the capacity of communities and ecosystems to adapt to the impacts of climate change, will be major challenges over the coming decades.

### Mana whenua priorities and expectations

The Spatial Plan needs to reflect the values of mana whenua and give effect to their priorities and expectations. In summary, these expectations are that the Spatial Plan:

- Supports kāinga nohoanga on Māori Land, supported by infrastructure and improved accessibility
- Supports kāinga nohoanga within urban areas
- Protects Wāhi Tapu, Wāhi Taonga and Ngā Wai.

For mana whenua's priorities regarding the environment, refer to *Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people.*

## The spatial strategy

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Greater Christchurch has grown and changed throughout its history, and will continue to do so into the future. It is essential that the city region develops in a way that provides the best economic, social, cultural and environmental outcomes for its people and places, both for present generations and those still to come.

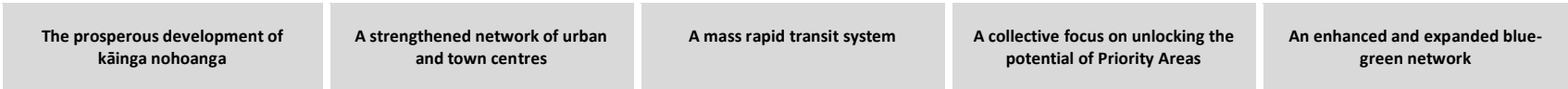
Six opportunities have been identified for how the Spatial Plan can help close the gap between the current and desired future states for Greater Christchurch, together with a number of directions that will guide the work of the partnership and individual partners to address these opportunities. Two overarching directions particularly shape the desired pattern of growth.

Five key moves have also been identified that will be fundamental to realising the transformational shifts required to achieve the desired future and support inter-generational wellbeing.

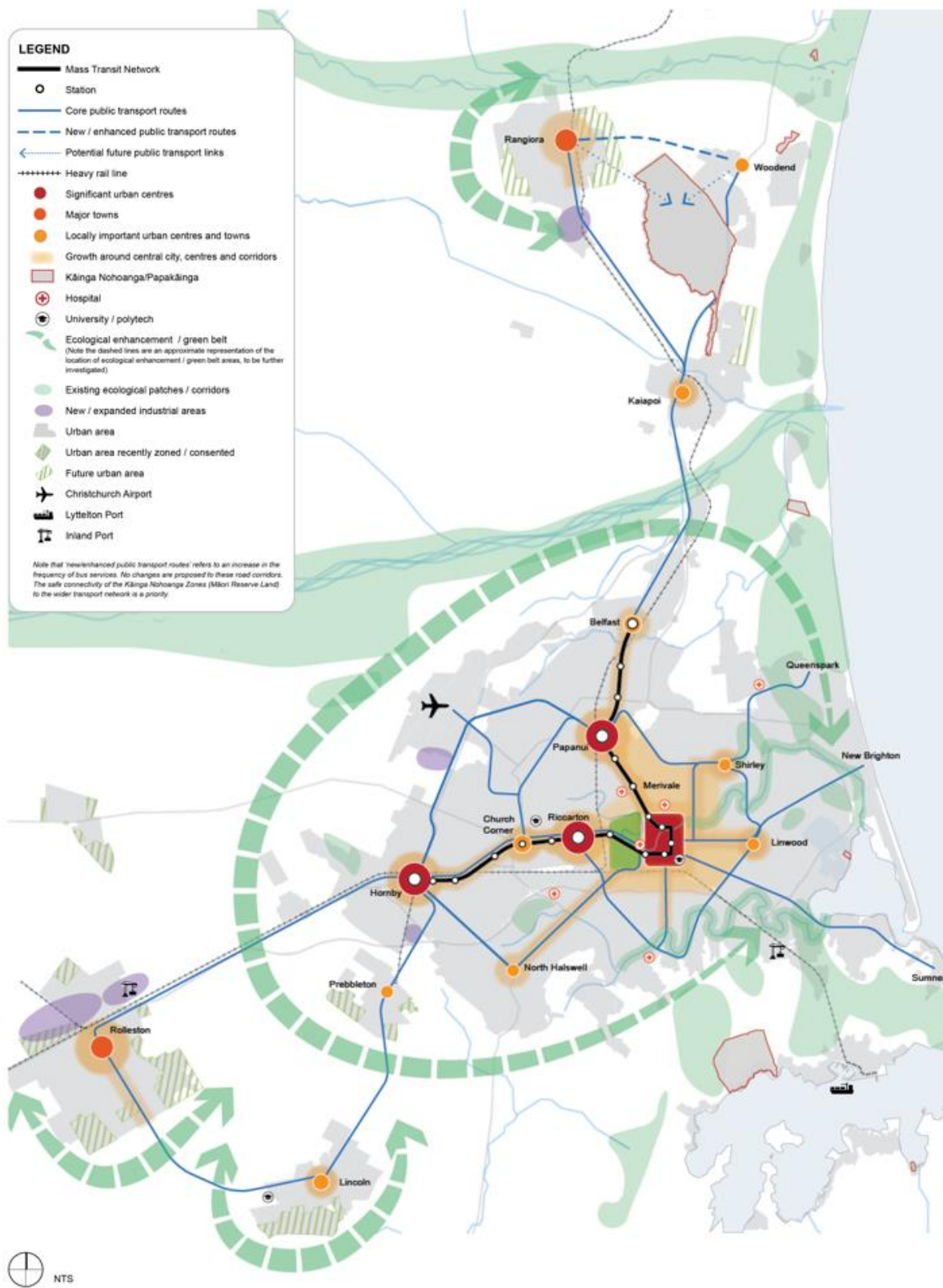
Together, these opportunities, directions and key moves make up the spatial strategy for Greater Christchurch. There is no hierarchy between the opportunities, directions and key moves, as all will be collectively required to deliver the desired future state. A visual representation of the strategy is provided in *Map 2*.

<b>Opportunities</b>	<p><b>#1</b></p> <p>Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people’s physical and spiritual connection to these places</p>	<p><b>#2</b></p> <p>Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change</p>	<p><b>#3</b></p> <p>Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people</p>	<p><b>#4</b></p> <p>Enable diverse, quality, and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs</p>	<p><b>#5</b></p> <p>Provide space for businesses and the economy to prosper in a low carbon future</p>	<p><b>#6</b></p> <p>Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</p>
<b>Overarching Directions</b>	<p align="center"><b>Focus growth through targeted intensification in urban and town centres and along public transport corridors</b></p> <p align="center"><b>Enable the prosperous development of kāinga nohoanga on Māori Land and within urban areas</b></p>					
<b>Directions</b>	<p>1.1 Protect Wāhi Tapu from urban development</p> <p>1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai</p> <p>1.3 Protect, recognise, and restore historic heritage</p>	<p>2.1 Focus and incentivise growth in areas free from significant risks from natural hazards</p> <p>2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards</p>	<p>3.1 Protect areas with significant natural values</p> <p>3.2 Prioritise the health and wellbeing of water bodies</p> <p>3.3 Enhance and expand the network of green spaces</p> <p>3.4 Protect highly productive land for food production</p> <p>3.5 Explore the opportunity of a green belt around urban areas</p>	<p>4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas</p> <p>4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand</p> <p>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</p> <p>4.4 Provide housing choice and affordability</p> <p>4.5 Deliver thriving neighbourhoods with quality developments, quality housing and supporting infrastructure</p>	<p>5.1 At least sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network</p> <p>5.2 A well connected centres network that strengthens Greater Christchurch’s economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services</p> <p>5.3 Provision of strategic infrastructure that is resilient, efficient, integrated and meets the needs of a modern society and economy</p> <p>5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy</p> <p>5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.</p>	<p>6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micro mobility</p> <p>6.2 Significantly improve public transport connections between key centres</p> <p>6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga</p> <p>6.4 Develop innovative measures to encourage people to change their travel behaviours</p> <p>6.5 Maintain and protect connected freight network</p>
<p>Note: The numbering of Opportunities and Directions does not indicate a hierarchy between these and is used only to assist with navigation of this plan.</p>						

**Key moves**



Map 2: The Greater Christchurch spatial strategy (1 million people)



## Overarching directions

### Focus growth through targeted intensification in urban and town centres and along public transport corridors

The desired pattern of growth in Greater Christchurch that best delivers on the six opportunities is to focus household and business growth through greater intensification in urban and town centres, and along public transport corridors. Concentrating growth in this way has many benefits:

- Reduces urban expansion over Wāhi Tapu and Wāhi Taonga.
- Provides opportunities to restore and enhance the natural environment.
- Has the least impact on highly productive soils and most likely to deliver positive outcomes for air quality and water use.
- Is more likely to achieve policy directives for integrated planning (land and water).
- Provides a better opportunity to mitigate risks associated with natural hazards.
- Provides the best opportunity to achieve higher density housing consistent with trends showing an increased demand for smaller homes.
- Provides the best accessibility and would support lower vehicle kilometres travelled and greenhouse gas emissions from transport.
- Provides the best opportunities for economic agglomeration and achieves more efficient and effective use of land and resources.
- Provides economies of scale to fund delivery.

### Enable the prosperous development of kāinga nohoanga on Māori Land and within urban areas

The prosperous development of kāinga nohoanga is fundamental to the future of Greater Christchurch. The Spatial Plan sets out the commitment of partners to deliver on mana whenua's priorities and expectations in regard to kāinga nohoanga. This includes enabling the development of kāinga nohoanga on Māori Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas to enable mana whenua to provide for their customs and wellbeing. Prosperous kāinga nohoanga is essential to achieving well-functioning urban environments.

## Key moves

### The prosperous development of kāinga nohoanga

#### On Māori Reserve Land

In 1848, the Crown acquired some 20 million acres of land from Ngāi Tahu through the Canterbury Deed of Purchase. The terms agreed as part of the land purchase included the setting aside of kāinga nohoanga (translated as places of residence) as self-governing reserves.

With each reserve came the rights to mahinga kai; to develop land (including subdivision) and community facilities; to develop a sustainable and growing economic base to sustain future generations; and an enduring timeframe – meaning that the reserves would belong to the people and their descendants without impediment for all of the future.

Within Greater Christchurch, Māori Reserve Land is located at:

- MR875, Rāpaki (zoned Papakāinga/Kāinga Nohoanga)
- Tuahiwi MR873 (proposed to be zoned Special Purpose Kāinga Nohoanga)
- Kaiapoi Pā (proposed to be zoned Special Purpose Kāinga Nohoanga)
- Pūharakekehenui MR892 (zoned Rural)
- MR959 east side of Te Waihora (zoned Rural)

The Crown's agreement to the development and governance of the reserves has never been fulfilled.

Multiple statutes have removed these rights, including successive planning statutes from the Town and Country Planning Act 1953 to the Resource Management Act 1991. Through this legislation, Māori Reserves have been zoned as Rural – preventing subdivision, housing, social infrastructure, educational facilities and the development of prosperous economic activities. This has impacted the prosperity and wellbeing of mana whenua.

Since 2015, there have been changes made to the Christchurch District Plan and the Proposed Waimakariri and Selwyn District Plans to remove zoning impediments to the development of Māori Reserves. While these changes have gone some way to providing for development of Māori Land, further changes are needed to remove residual impediments.

Further, strategic planning has failed to recognise kāinga nohoanga as it does not fit the western paradigm of residential, commercial, industrial and rural activities. Accordingly, Māori Land has never been identified as a future or priority development area towards which investment should be directed.

The changes that have been made to district plans have not, in all cases, been supported with investment for infrastructure. This largely reflects that councils are geared towards the development of staged residential subdivisions, leaving tikanga and the inter-generational development of Māori Land and kāinga nohoanga to fall outside operational processes, and to later and unknown commitments and delivery.

In particular, infrastructure has become a significant barrier to the development of Māori Land within MR873 at Tuahiwi. It is also noted that MR892 and MR959 should be rezoned for Kāinga Nohoanga purposes.

Partnership and work between mana whenua and councils is needed to remove residual planning barriers to the development of Māori Land in the Papakāinga / Kāinga Nohoanga Zone in the Christchurch District Plan and the proposed Special Purpose (Kāinga Nohoanga) Zone in Waimakariri. Infrastructure is also required to service Māori Land within the full extents of the original Māori Reserves, with a specific focus on MR873 at Tuahiwi. This investment includes improved accessibility via public and active modes of transport.

**Within urban areas**

Many Māori live within Greater Christchurch's urban area where housing is typically provided through general residential, medium and high density zoning – none of which contemplate or appropriately provide for kāinga nohoanga as a housing outcome. Consequently, the cultural needs of Māori have been overlooked.

The National Policy Statement on Urban Development requires that a well-functioning urban environment has, or enables, a variety of homes, and that this includes homes that enable Māori to express their cultural traditions and norms. Similarly, the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act allows amendments to district plans to enable papakāinga. This is not limited to specific geographic areas, such as Māori Reserves, or any particular urban zoning. This necessitates dispensing with those policies that previously limited cultural housing initiatives to Māori Reserves.

Partnership and work between mana whenua and councils is also needed to create a planning framework that will enable kāinga nohoanga within the urban areas of Greater Christchurch.



## A strengthened network of urban and town centres

There is a network of urban and town centres across Greater Christchurch. They vary by the populations they serve, the range of activities and services they provide, and their level of accessibility by public transport.

Defining the role and function of these centres helps to plan their ongoing development as focal points for their communities, and in some cases, as the focus for significant growth in the future.

Centre	Purpose	Locations
<b>Significant urban centres</b>	Focusing employment and service functions in a small number of integrated, significant employment centres and major towns to improve the productivity and growth of economic activity, attract additional business investment, support a vibrant and viable Central City, and better leverage and integrate economic assets.	<ul style="list-style-type: none"> <li>• Central City (primary centre)</li> <li>• Riccarton corridor</li> <li>• Hornby</li> <li>• Papanui / Merivale corridor</li> <li>• Papanui</li> </ul>
<b>Major towns</b>		<ul style="list-style-type: none"> <li>• Rolleston</li> <li>• Rangiora</li> </ul>
<b>Locally important urban centres and towns</b>	Supporting greater intensification of people, services and employment to provide better co-location of people with amenities and employment, and provide better connections through public and active modes of transport.	<ul style="list-style-type: none"> <li>• Shirley</li> <li>• Linwood</li> <li>• North Halswell</li> <li>• Belfast / Northwood</li> <li>• Lincoln</li> <li>• Prebbleton</li> <li>• Kaiapoi</li> <li>• Ravenswood / Pegasus / Woodend</li> <li>• Key towns outside Greater Christchurch (including Darfield, Leeston, Oxford)</li> <li>• Corridors around other high-frequency public transport routes</li> </ul>
<b>Key business areas</b>	Providing space for industrial activity and employment primarily; with freight accessibility, as well as accessibility for workers via public and active modes of transport, being important.	<ul style="list-style-type: none"> <li>• Christchurch Airport / Russley</li> <li>• South of the Central City</li> <li>• Southern industrial spine (including iZone)</li> <li>• Port of Lyttelton</li> <li>• Other business areas</li> </ul>

The significant urban centres in Christchurch, and the major towns in Selwyn and Waimakariri, will have an important role to play in accommodating higher levels of growth in the future.

<p><b>Central City</b></p>	<p>The Central City will remain the primary centre for Greater Christchurch.</p> <p>The Central City is currently underperforming economically, which undermines its vibrancy and long term viability; limits economic concentration; and reduces the attractiveness of Greater Christchurch to business, tourism and talent. The opportunity is to strengthen the form and function of the Central City by:</p> <ul style="list-style-type: none"> <li>• Maintaining and supporting its primacy as the main leisure, tourism, economic and transport hub of Greater Christchurch</li> <li>• Incentivising, enabling and supporting it as a focal point for: <ul style="list-style-type: none"> <li>○ Business attraction, with significant increases in employment density, high-rise commercial developments, flagship retail, head offices and knowledge intensive services</li> <li>○ Redevelopment for the highest residential densities (ranging from 100 to 200 households per hectare), including multi-storey townhouses, apartments and mixed-use developments</li> </ul> </li> <li>• Transitioning the south and south-east general business and industrial areas to comprehensive higher density residential and mixed-use developments.</li> </ul>
<p><b>Riccarton corridor</b></p> <p>Hagley Park to Upper Riccarton</p>	<p>The opportunity is to develop the currently retail orientated areas of the Riccarton corridor for commercial development and business investment. There is the opportunity to extend knowledge-intensive services, high value jobs and innovative activity from the Central City, linking with the University of Canterbury, along the corridor; supported by high frequency public transport, and over time, mass rapid transit.</p> <p>There is also the opportunity to incentivise and provide for multi-storey townhouses and apartments, achieving average density yields ranging between 70 and 150 households per hectare.</p>
<p><b>Papanui / Merivale corridor</b></p> <p>Central City to Papanui</p>	<p>The opportunity is to build on the existing strong retail, hospital / health sector and tourism accommodation provision to provide an intensified corridor connecting through Merivale to the Central City; noting that the Papanui / Merivale corridor is primarily focused on residential (50 to 100 households per hectare), with limited commercial. There is the opportunity to leverage this potential mass rapid transit route.</p>
<p><b>Papanui</b></p>	<p>The opportunity is to build on this existing retail and service centre for north Christchurch to provide higher density residential (70 to 100 households per hectare), and address poor quality urban form through regeneration and significant brownfield redevelopment opportunities. The opportunity is to provide a stronger, higher quality northern service centre in Papanui, with high density housing linked by high frequency public transport.</p>
<p><b>Hornby</b></p>	<p>The opportunity is to transition the current poor quality urban form of Hornby, which has a wide mix of business and industrial activities, low density and poor quality residential, and low tree cover, into the second sub-regional service centre after the Central City.</p> <p>Hornby is strategically positioned in relation to Christchurch Airport and the western areas of Greater Christchurch. There is the opportunity for regeneration and significant brownfield redevelopment to enhance its urban form, support community integration, and</p>

	provide a stronger and more integrated centre core with the transition of surrounding areas from industrial to high density residential (50 to 100 households per hectare).
<b>Rangiora</b>	<p>Rangiora is a key service and employment centre for surrounding areas; providing a mature and comprehensive offering of employment, retail and community facilities. Its residential stock is lower density.</p> <p>The opportunity is to intensify (residential and commercial) around Rangiora's town centre, while retaining its character.</p>
<b>Rolleston</b>	<p>Rolleston is a strong residential growth node with high quality infrastructure and a developing town centre providing retail and hospitality. The township is located beside iZone (an inland port and logistics hub). However, employment (commercial and industrial) is still low relative to the size of the population, with most people commuting to Christchurch for employment.</p> <p>In the short term, the opportunity is to build Rolleston's commercial centre, with higher density residential commensurate with its population.</p>

## A mass rapid transit system

A strengthened urban and town centres network in Greater Christchurch will need to have strong connections between centres. This will require more realistic and viable alternatives to private car use.

Mass rapid transit will not only be a transport enhancement to Greater Christchurch's infrastructure, but also a 'city shaping' initiative that is fundamental to the shift in urban form required to help achieve a net zero emissions future.

### What is mass rapid transit?

Mass rapid transit is a high frequency and capacity public transport service that runs on a dedicated transport corridor, using modern high quality vehicles. These corridors prioritise public transport, as well as people on foot and bike. Mass rapid transit would be a core component of the public transport network, supported by bus services. It would be a step up from current public transport services in Greater Christchurch.

Key to the success of mass rapid transit in Greater Christchurch:

- **Reliability:** Mass rapid transit vehicles are separated from cars and given priority at intersections, which allows for public transport to be consistently on-time.
- **Speed:** Mass rapid transit travel times are similar if not faster than travelling by car.
- **Frequency:** By operating more regularly, mass rapid transit reduces wait times – 5 minutes or less on average.
- **Capacity:** Mass rapid transit vehicles are high capacity and able to move lots of people.

It is also being mentioned as 'turn-up-and-go' public transport services.

### The preferred route

The preferred route for mass rapid transit connects Christchurch's Central City with the key centres of Riccarton, Papanui, Hornby and Belfast (*see Map 3*). The route runs along Papanui Road and Main North Road to the north; Riccarton Road and Main South Road to the west; and along Tuam Street, Manchester Street and Victoria Street in the Central City.

The route provides several benefits:

- A significant proportion of Greater Christchurch's growth over the next 30 years will be focused along these corridors, so development is happening in the right locations.
- It encourages investment in higher density developments and mixed-use areas.
- It provides improved accessibility to key employment areas.

Connections between the districts and the Central City will be provided using direct bus services, including:

- Better intra-district public transport connections
- Direct bus services from the districts to the Central City, principally using the motorway corridors
- Direct connections to the mass rapid transit system
- 'Enhanced' park-and-rides.

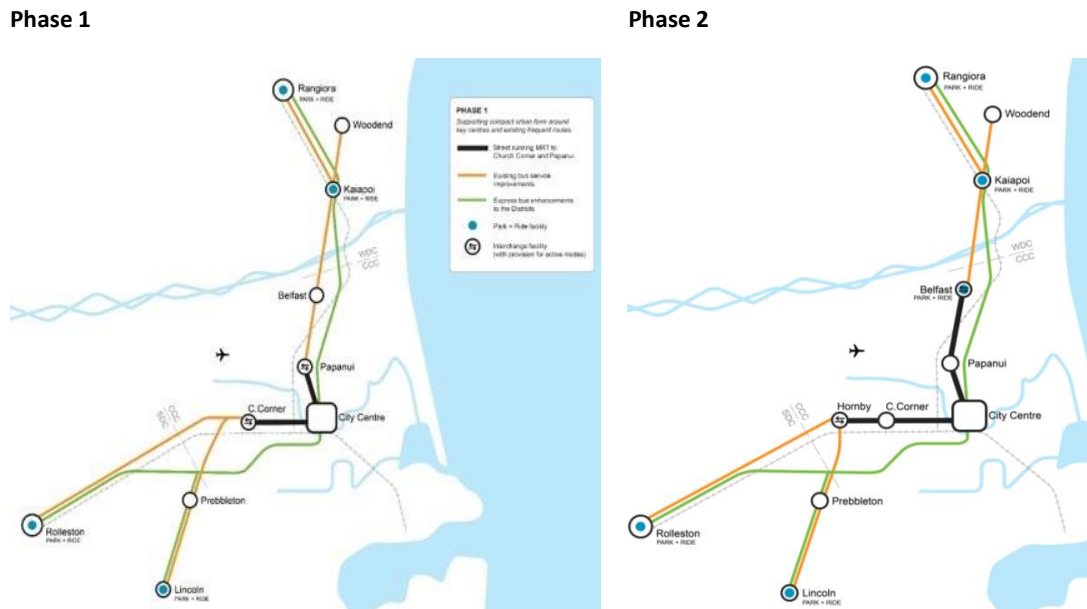
## Phasing

The preferred route would likely be constructed in two phases to align with population growth and demand.

Phase one would focus on Christchurch's inner core between Church Corner and Papanui to support intensification around highly accessible centres.

Phase two would extend the route to interchanges in Belfast and Hornby.

**Map 3: Preferred mass rapid transit route – Phase 1 and 2**



## Modes

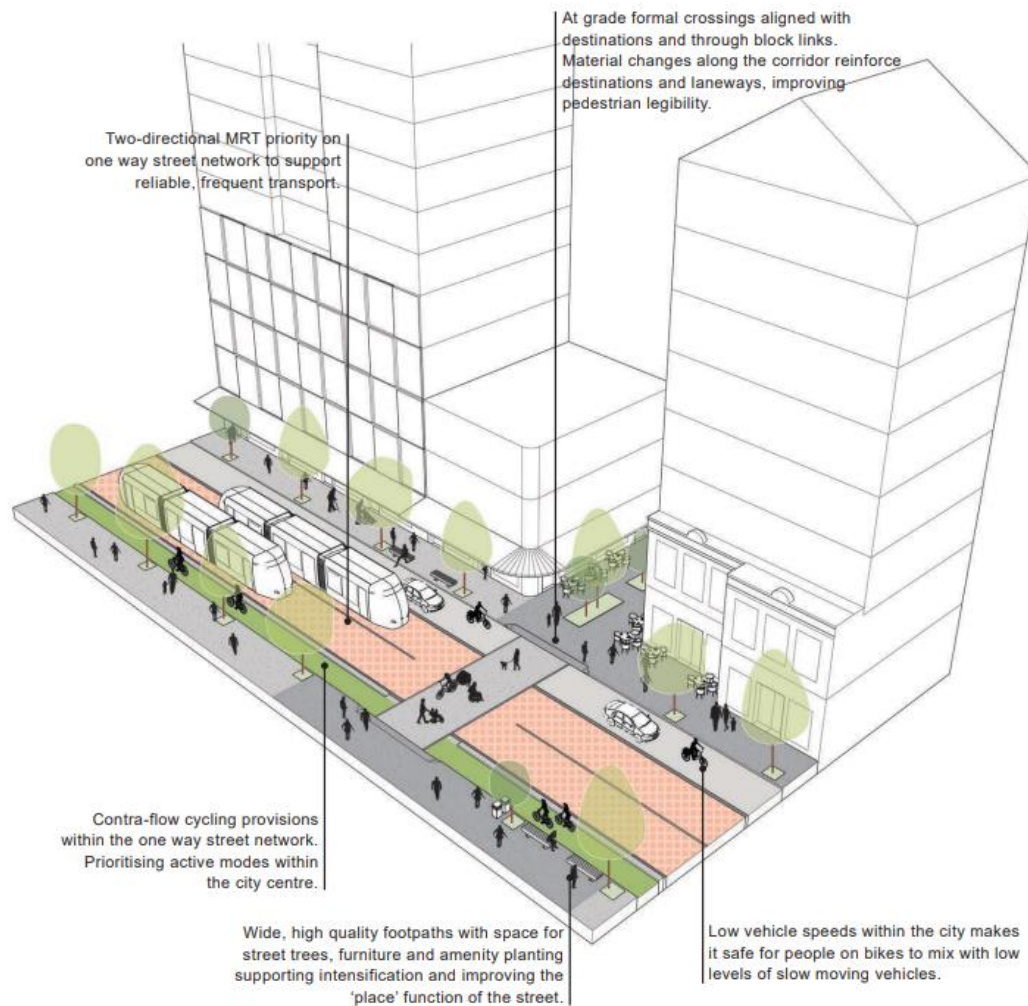
The preferred mass rapid transit route considers either a Light Rail service or a Metro bus service, as both modes have their own package of benefits and constraints. Further investigations will be undertaken in due course with respect to its adaptation to future growth, on its construction, operations and maintenance.

## Urban Design of the route and centres

The introduction of mass rapid transit would require some changes to the neighbourhoods located along the preferred route to maximise the benefits of mass rapid transit. These changes would activate streets around stations and better connect people to where they want to go. This includes prioritising walking and other modes of active transport, and improving their look and feel so they are attractive and safe.

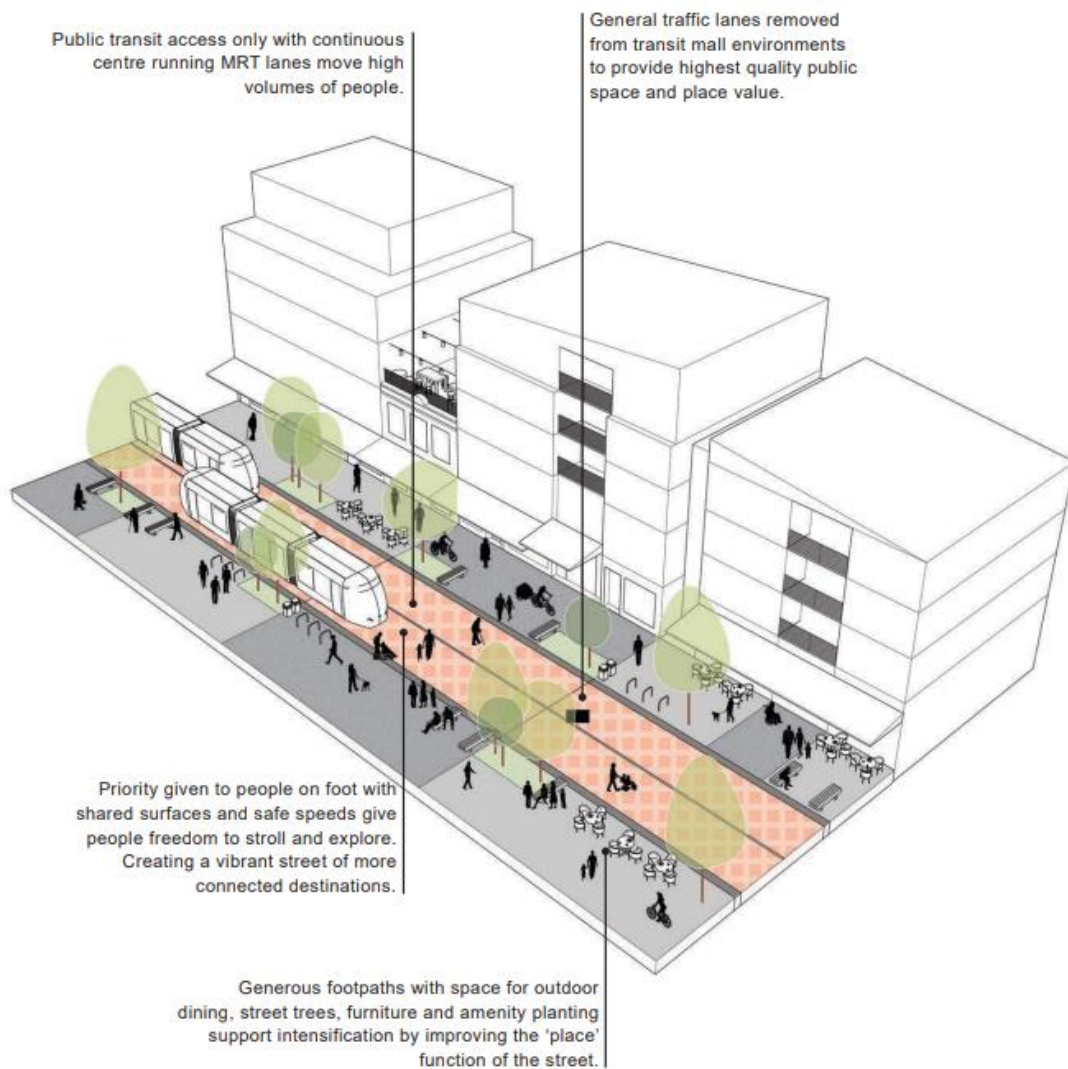
Wider streets along parts of the route would provide opportunities for green spaces, dedicated lanes for active travel and more generous footpaths.

Figure 6: Mass rapid transit neighbourhood urban realm concept



In other cases, the narrower road corridor makes it challenging to provide dedicated space for all users. Mass rapid transit would take up a large share of the road width, limiting the remaining space for other modes of transport. De-prioritising through-traffic within the corridor may be required in some instances, along with the introduction of transit malls, purchasing of land, compromising on the dedicated priority of mass rapid transit and grade separation of mass rapid transit from other vehicles.

Figure 7: Mass rapid transit mall urban realm concept



The success of a mass rapid transit system relies on a substantial shift in the urban form and in the way people travel, to be supported by a wide range of transport interventions as described in *Opportunity 6: Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.*

## A collective focus on unlocking the potential of Priority Areas

### What are Priority Areas?

Priority Areas are a key tool from the Urban Growth Agenda. They provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment.

Typically, a Priority Area:

- Offers the opportunity for accelerated and/or significant development
- Is complex, in that achieving successful development at the required pace and scale requires a partnership approach
- Are in key locations where successful development gives effect to a spatial plan.

### Priority Areas arising from Te Tiriti Partnership

The Priority Areas for Greater Christchurch include areas arising from Te Tiriti Partnership. This recognises that supporting the prosperous development of kāinga nohoanga on Māori Reserves and within urban areas is a priority to be progressed on the basis of Te Tiriti o Waitangi relationships, and as part of partners giving effect to mana whenua's priorities and expectations.

Mana whenua have provided clear expectations for kāinga nohoanga within the original extents of Māori Reserves and within the urban areas of Greater Christchurch. Further work is required in partnership with mana whenua to identify how this priority can be advanced. The advice received to date is that:

- Development of Māori Land for housing, employment and community facilities is to be determined by mana whenua, and enabled and supported by investments in infrastructure by partners in agreement with mana whenua
- The Kāinga Nohoanga Strategy will provide the guidance for implementation of kāinga nohoanga on Māori Land
- Development of housing, employment and community facilities through kāinga nohoanga within urban areas is also a priority for mana whenua
- The Kāinga Nohoanga Strategy will provide direction to partners on how to support and enable kāinga nohoanga within urban areas.

The benefit of including kāinga nohoanga on Māori Reserves and within urban areas alongside other Priority Areas for Greater Christchurch is that they will be recognised as a joint Crown, local government and mana whenua Priority Area within the context of the Urban Growth Partnership framework.

### Priority Development Areas

The Priority Development Areas have been identified through technical evaluation and include areas that offer significant opportunities for change in Greater Christchurch. This includes accelerated urban development at the right scale, and exemplar projects that encourage behaviour change or which can be a catalyst for private investment.

Priority Development Areas provide the opportunity to accelerate development in locations that will support the desired pattern of growth.

### Priority Regeneration Area

Eastern Christchurch has been identified as a Priority Regeneration Area. This is to recognise the need for a partnership approach to:



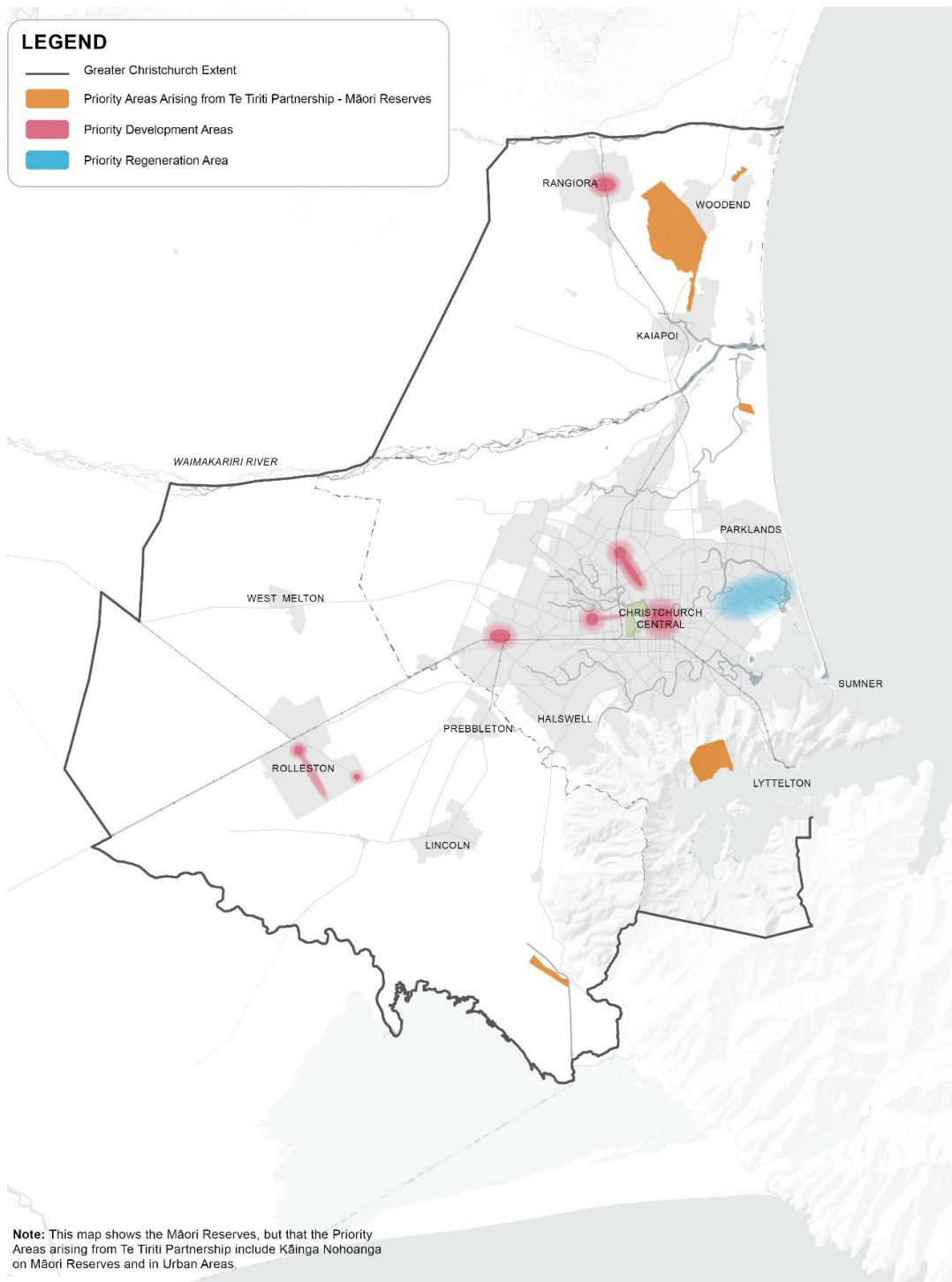
- maximise opportunities for regeneration of housing and business areas in appropriate locations;
- improve accessibility to this area, including its significant recreational assets; and
- support this area to adapt to the impacts of climate change and to strengthen resilience.

The broad locations of Greater Christchurch's Priority Areas is shown in *Map 4*. Further work is required to define the extent and description of some of these areas.

**Table 1: Priority Areas for Greater Christchurch**

Priority Areas arising from Te Tiriti Partnership	Priority Development Areas	Priority Regeneration Area	
Kāinga nohoanga on Māori Reserves and within urban areas	Rangiora Town Centre and surrounds	Eastern Christchurch area	
	Mass rapid transit phase one corridor		Papanui
			Central City
			Riccarton
	Hornby		
Rolleston Town Centre and surrounds			

Map 4: Priority Areas for Greater Christchurch



## An enhanced and expanded blue-green network

### What is a blue-green network?

A blue-green network provides an integrated, whole-of-system approach to the natural environment, the built environment and the interactions of people with these environments. It is a series of spaces and corridors that follow and connect water bodies, parks, green areas and the coast.

The blue elements of the network include rivers, streams, storm water drains and basins, wetlands, freshwater, and coastal water; while the green elements include trees, parks, forests, reserves and greenways.

### Principles

The vision to create an enhanced and expanded blue-green network in Greater Christchurch will be guided by six principles:

- **Healthy waterbodies:** Valuing, respecting, and prioritising the health and wellbeing of waterbodies, recognising the vital importance of water.
- **Integration:** Combining green infrastructure with urban development and transport networks.
- **Connectivity:** Using a combination of green infrastructure, ecological restoration and urban design to connect people and communities with nature, and create linkages for flora and fauna.
- **Multi-functionality:** Delivering multiple ecosystem services simultaneously – restoring and enriching habitats for indigenous biodiversity, strengthening resilience to climate change, improving air quality, and increasing community access to recreational opportunities.
- **Regenerative:** Applying a holistic, whole-of-system approach that utilises development as an opportunity to replenish and restore natural processes, respond to climate change, and build community health and resilience.
- **Identity:** Recognising the unique identity of different areas and enhancing local features to create a sense of place.

### Integration of principles

The blue-green network principles provide a framework to guide the further work required to achieve the objectives of regenerating the natural environment and strengthening climate resilience.

These principles will be embedded into the work of the partnership and individual partners through:

- The planning and design of the Priority Areas in Greater Christchurch
- The review of councils' planning documents and strategies
- Identifying the best mix of legislative, regulatory, financial and market-based incentives to complement the application of planning provisions
- Supporting the development of local area plans, urban greening strategies and forest plans, new guidelines and regulations that support urban greening and increased tree canopy cover, and exemplar or demonstration projects.

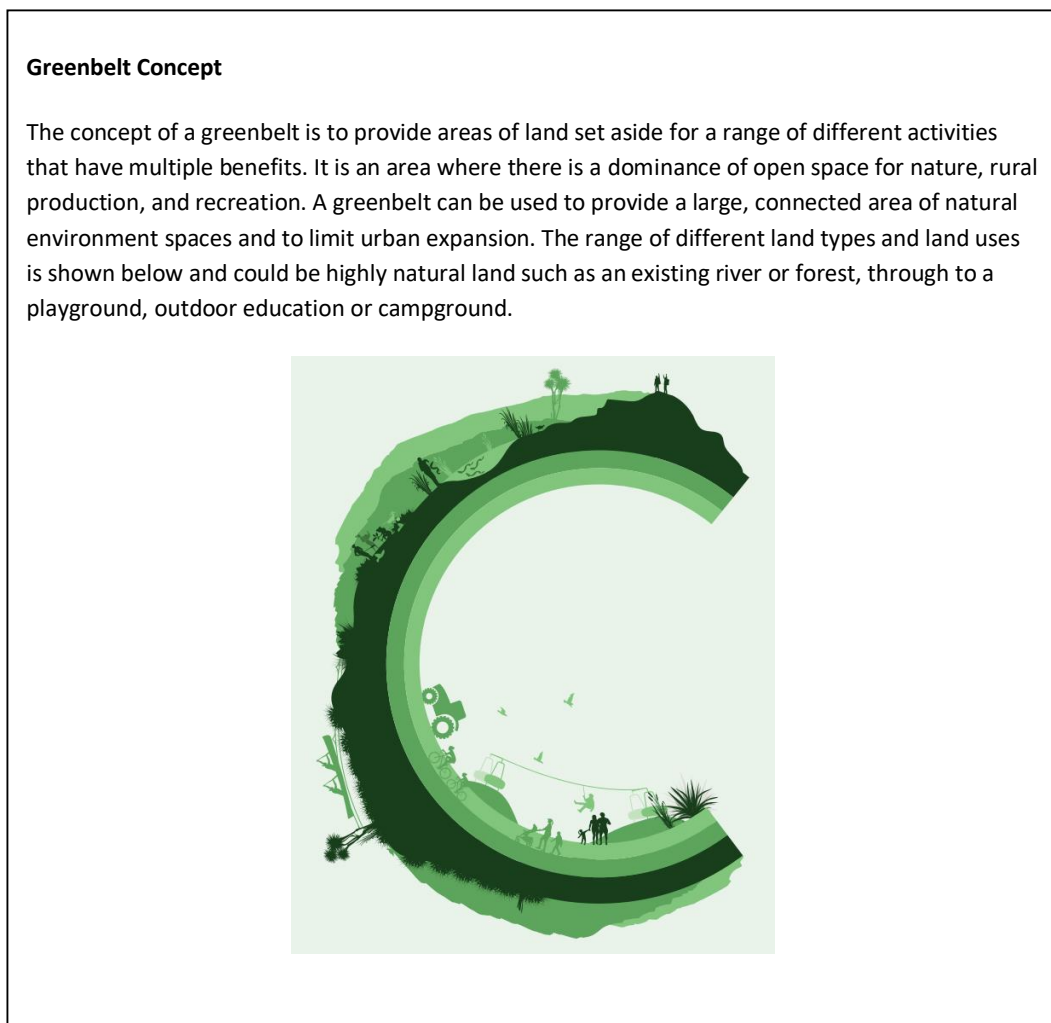
### Greater Christchurch blue-green network strategy

The partnership will develop an integrated blue-green network strategy that will:

- Provide a coordinated approach to delivering an enhanced and expanded blue-green network, reflecting the blue-green network principles and the directions outlined under *Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people*
- Spatially identify where priority improvements are required
- Include a blue-green network programme to deliver the strategy's outcomes, including project prioritisation and phasing, and funding mechanisms
- Identify associated planning protection mechanisms to facilitate implementation.

As part of developing the strategy, partners will further investigate a sub-regional green belt concept. Subject to the outcome of this work, a green belt plan could form part of the strategy or be a standalone document.

Figure 8: Green belt concept



## Part 1 – Growth in appropriate places

To ensure that growth occurs in the right places, it is important to identify and map areas that require protection, and areas which need to be avoided or mitigated. This includes identifying areas to protect given their intrinsic values and importance, such as sites and areas of significance to Māori, and areas with significant natural features or landscapes; and areas to avoid given they are subject to natural hazards, noting in some circumstances mitigation may also be appropriate.

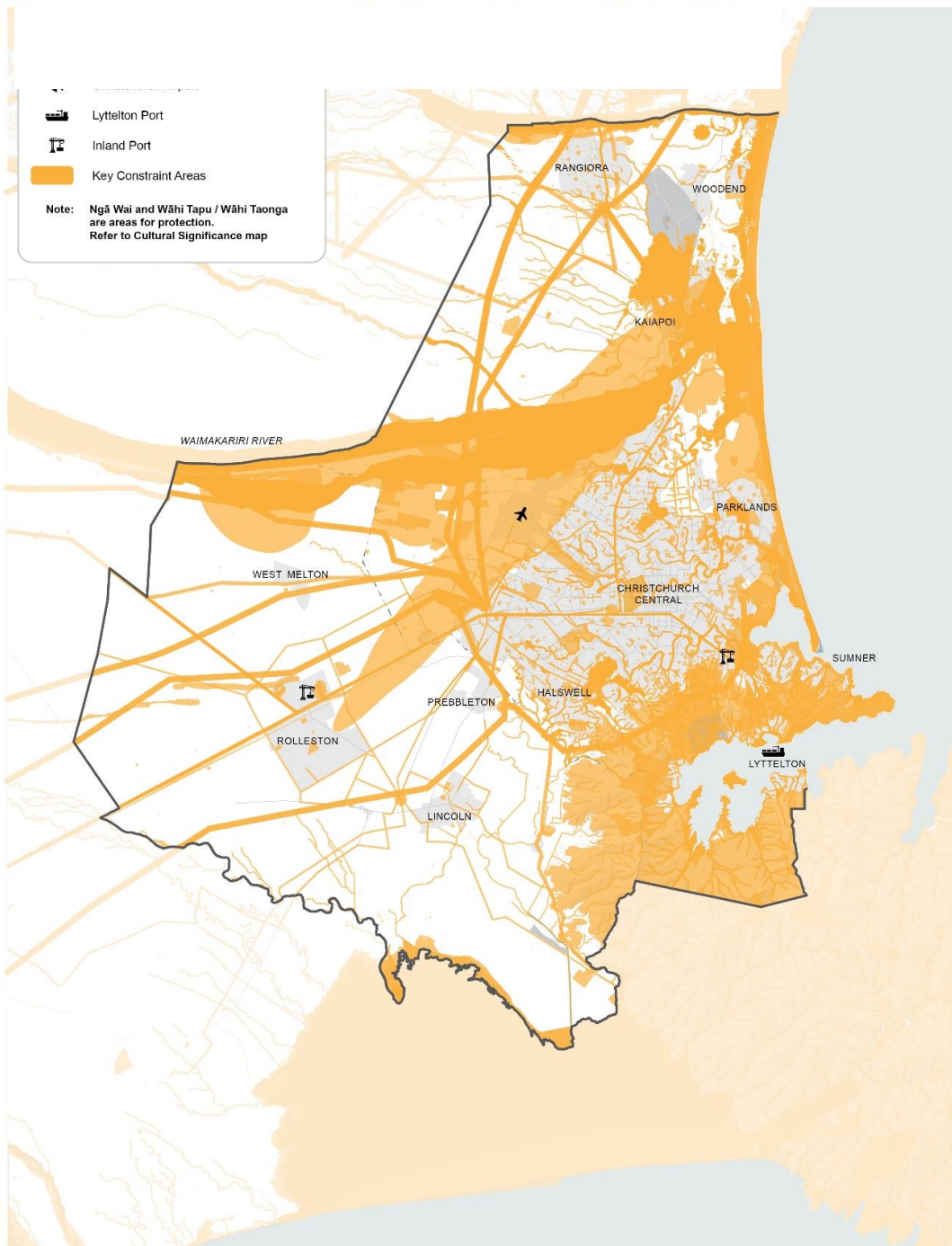
Areas to protect	Areas to avoid or mitigate
<ul style="list-style-type: none"> <li>• Sites and areas of significance to Māori</li> <li>• Environmental areas and features</li> <li>• Groundwater protection zone</li> <li>• Highly productive land</li> <li>• Strategic infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Areas vulnerable to a high risk of flooding</li> <li>• Areas vulnerable to a medium or high risk of coastal inundation, coastal erosion and tsunami inundation</li> <li>• Areas at risk from rockfall, cliff collapse, mass movement and fault lines</li> </ul>

The methodology and reasoning for identifying the areas to protect and avoid, or potentially mitigate, is set out in the *Areas to Protect and Avoid Background Report*. The sites and areas of significance to Māori have been identified by mana whenua for district plan processes. The sensitivity of these sites and areas to urban development is a matter for engagement with mana whenua – not as part of a technical assessment.

Layering all the areas to protect and avoid or mitigate on top of each other highlights the most constrained areas of Greater Christchurch for development (*see Map 5*). These areas include the eastern areas along the coastline, the Port Hills and Te Pātaka a Rākaihautū / Banks Peninsula, the areas to the north-west of Christchurch, and the areas surrounding Kaiapoi. These parts of the city region are affected by a variety of natural and man-made factors. The presence of Wāhi Tapu, Wāhi Taonga and Ngā Wai are also matters of further significance, where any urban encroachment will require engagement with and consideration by mana whenua.

It's important to note that the mapping in this section is based on the best available information from each council. It is acknowledged that for flood hazard areas, this map shows differing return periods as the basis for areas to avoid, or mitigate, based on the best available mapping information from each territorial authority. Where this map is used for the basis of assessment of specific locations of growth, the specific risk and mitigation framework applicable to the local authority area should be used.

Map 5: Key constraint areas



## Opportunity 1: Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people’s physical and spiritual connection to these places

*The area that encompasses Greater Christchurch is part of a wider landscape that holds significant historic and contemporary cultural associations and importance for Ngāi Tahu whānui, reflecting their occupation of the area for more than 1,200 years. The Spatial Plan recognises the importance of protecting the sites and areas of significance to Māori for generations to come, and that Papatipu Rūnanga are the entities responsible for the protection of tribal interests within their respective takiwā. The Greater Christchurch area also has sites and buildings that are of importance in reflecting the historic heritage of the area. The Spatial Plan recognises the importance of protecting these sites and areas, and integrating them into the urban environment for continued retention and viability.*

### Context

- There are many sites and areas of significance to Māori in the Greater Christchurch area, reflecting the historic occupation and movement of Māori across the landscape for over a thousand years.
- Recognition of a cultural landscape is important to Ngāi Tahu identity, as it affirms connections to place and in some instances the opportunity for continuing cultural practices.
- Identifying cultural landscapes provides for the protection of Wāhi Tapu and Wāhi Taonga.
- There is the opportunity to integrate te ao Māori into planning and designing the built form of Greater Christchurch, and re-establishing a cultural presence.
- Both Māori and European cultural and historic heritage contribute to the identity of the Greater Christchurch area. It is important these values are recognised and protected through the Spatial Plan for the benefit of current and future generations.

### Direction

- 1.1 Protect Wāhi Tapu from urban development
- 1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai
- 1.3 Protect, recognise, and restore historic heritage

## Direction

### 1.1 Protect Wāhi Tapu from urban development

### 1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai

The Greater Christchurch area encompasses a number of sites and areas of significance to Māori (see Map 6). This includes those recognised as Wāhi Tapu, Wāhi Taonga, Ngā Tūranga Tūpuna and Ngā Wai.

The protection of sites and areas of significance to Māori for the benefit of current and future generations is essential to the cultural identity of Greater Christchurch, acknowledging that their protection is a matter for engagement with mana whenua. It is important that the relationship mana whenua has with these sites and areas is able to be maintained and enhanced, which means urban development must be in locations that do not impact on them.

#### **Wāhi Tapu**

Wāhi Tapu are sites and places that are culturally and spiritually significant to the history and identity of mana whenua. They include sites such as urupā, pā, maunga tapu, kāinga, tūranga waka and places where taonga have been found. The term is generally applied to places of particular significance due to an element of sacredness or some type of restriction as a result of a specific event or action. Wāhi Tapu sites are to be protected according to tikanga and kawa to ensure the sacred nature of those sites is respected.

#### **Wāhi Taonga**

Wāhi Taonga are treasured places that have high intrinsic value and are valued for their capacity to shape and sustain the quality of life, and provide for the needs of present and future generations. Access to these areas is important to Ngāi Tahu identity.

#### **Ngā Tūranga Tūpuna**

Ngā Tūranga Tūpuna are broader landscapes within which there are concentrations of a range of culturally significant sites. The maintenance of the integrity of these environments is an important outcome.

#### **Ngā Wai**

Ngā Wai encompasses water bodies and their margins, and include ngā awa (rivers), ngā roto (lakes), ngā hāpua (coastal lagoons), ngā repo (wetlands) and ngā puna (springs).

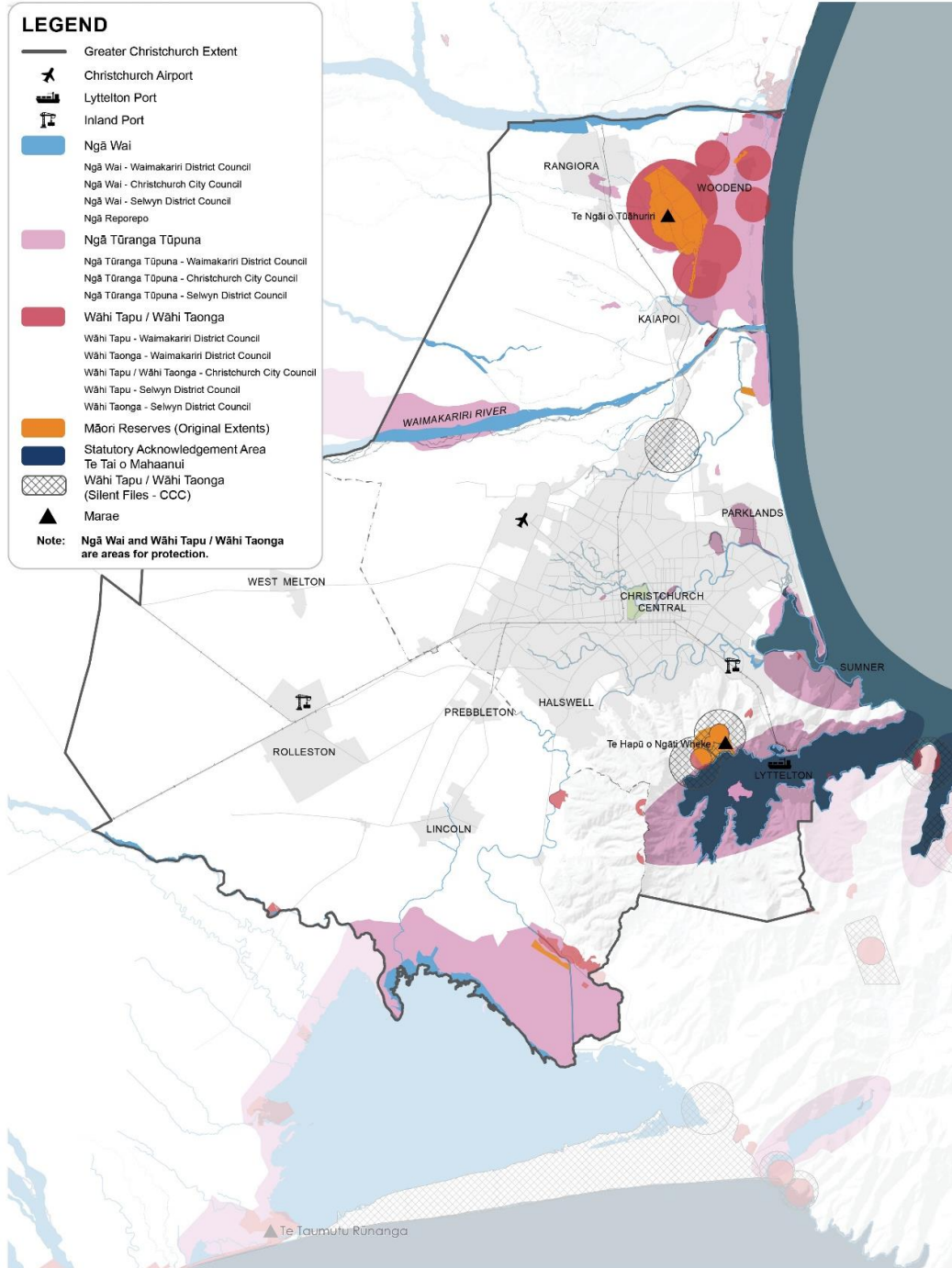
The entire coastline of Te Tai o Mahaanui is recognised as Ngā Wai. Te Ihutai / Avon-Heathcote Estuary, and the Ōtākaro / Avon, Ōpawaho / Heathcote and Pūharakekenui / Styx rivers, and a number of their tributary streams, in Christchurch City are identified as Ngā Wai. Throughout the Selwyn and Waimakariri districts, a variety of rivers are also identified as Ngā Wai, including the Waimakariri and some of its tributaries, the Waikirikiri / Selwyn and Hurutini / Halswell, along with Te Waihora / Lake Ellesmere.

### 1.3 Protect, recognise, and restore historic heritage



Greater Christchurch has many significant heritage sites, areas, and associated values, which should be recognised in urban development and protected from inappropriate activities. In providing this protection there will be tension with the direction for greater intensification and the pressures this may bring on historic heritage sites and areas. The challenge to this will be how to achieve the protection of historic heritage while providing for greater intensification in a changing urban environment.

#### Map 6: Sites and areas of significance to Māori



## Opportunity 2: Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change

*There are some areas of Greater Christchurch that are subject to significant risks from natural hazards and the effects of climate change. The Spatial Plan ensures that future development is directed away from these areas, investment in infrastructure reduces exposure and the resilience of communities in these areas is increased by taking action.*

### Context

- Climate change is increasing the likelihood of more frequent and severe natural hazards, including storms, flooding, coastal inundation and erosion, land instability, heat waves, droughts, high winds, and fires; as well as slower onset effects such as sea level rise.
- Low-lying coastal areas are particularly exposed to natural hazards, such as flooding and tsunamis.
- Climate change is already impacting local ecosystems and communities, and is disproportionately affecting mana whenua and vulnerable communities.
- Essential infrastructure is at risk, with the potential for disruption to power, transport and water supply during an extreme natural hazard event. These impacts could have serious consequences for human health, livelihoods, assets and the liveability of places.
- The decisions made now on how urban areas will grow and change will influence the patterns of exposure and vulnerability to natural hazards in the future.
- Focusing growth away from hazardous locations, investing in infrastructure that reduces exposure and adapting urban areas by incorporating functional elements into the blue-green network can all help to reduce some of the risks.
- In a global context, greenhouse gas emissions on a per capita basis are extremely high in Greater Christchurch. An emissions inventory for Christchurch City for the 2018/19 financial year showed that more than half of its total emissions came from the transport sector. It is acknowledged that achieving a low carbon future for greater Christchurch will require the provision of reliable renewable energy.

### Direction

- 2.1 Focus and incentivise growth in areas free from significant risks from natural hazards
- 2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards

## Direction

### *2.1 Focus and incentivise growth in areas free from significant risks from natural hazards*

A number of areas in Greater Christchurch are vulnerable to flooding, particularly in the low-lying eastern areas of Christchurch and areas surrounding Kaiapoi; while coastal areas are vulnerable to sea level rise, coastal inundation and erosion, and tsunamis (*see Map 7*).

Earthquakes are also a significant risk factor. The related risks of cliff collapse, rockfall and mass movement are constraints on development that particularly affect the hill suburbs of Christchurch.

It is essential that urban development is directed away from areas that are at significant risk from natural hazards where that risk cannot be reduced to acceptable levels, to ensure the safety and wellbeing of people, and the protection of buildings, infrastructure and assets. This will also reduce levels of exposure to the effects of climate change.

There are also some areas subject to natural hazards, but where these risks can be more easily mitigated by building differently, such as increasing the floor levels of a building or ensuring building foundations meet a higher standard. These areas, which include parts of the Port Hills and large areas of the floodplains, are categorised as having moderate constraints (*see Map 8*).

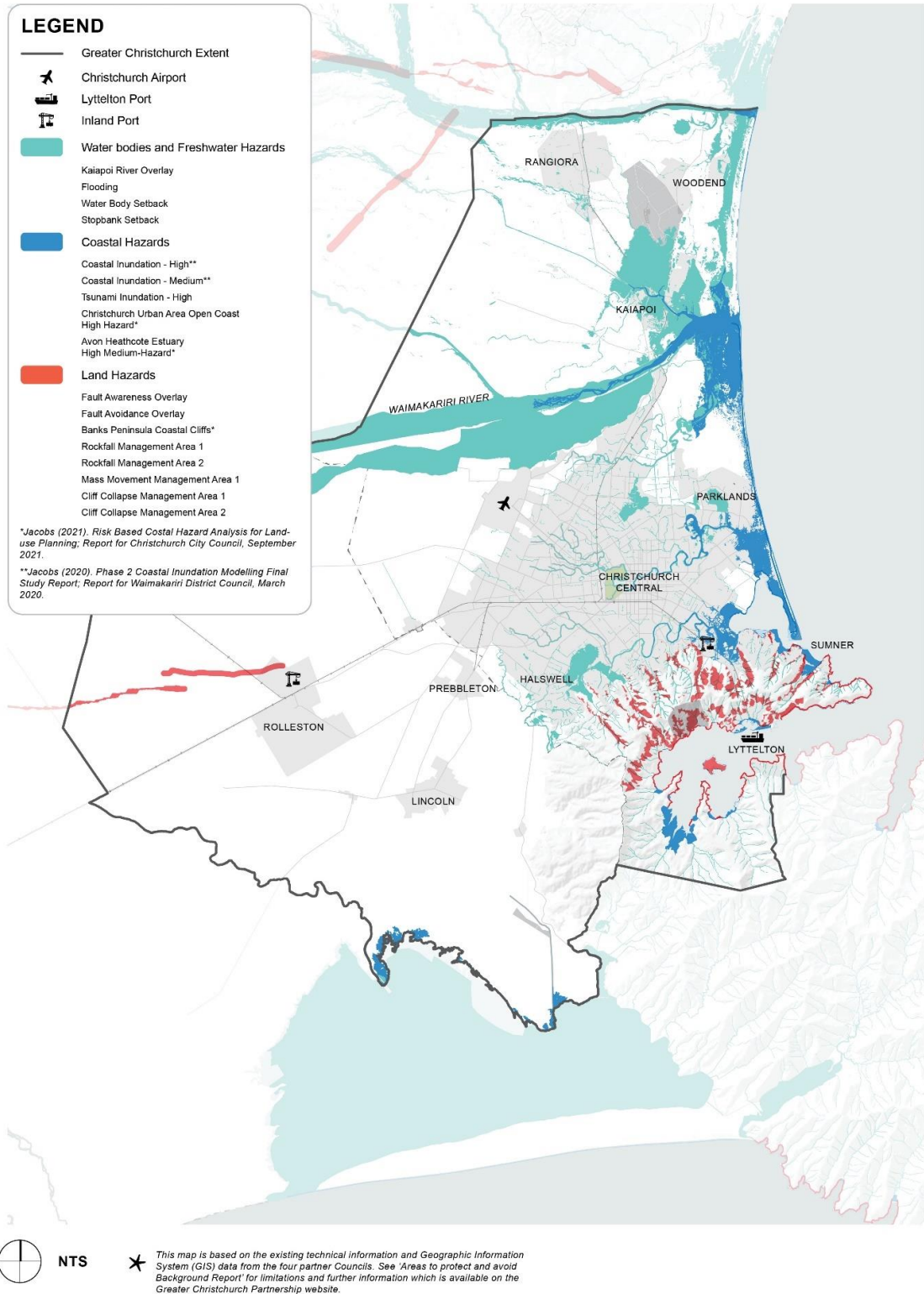
### *2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards*

Climate resilience means reducing greenhouse gas emissions, responding to known risks from climate change, and enhancing the capacity of communities and ecosystems to recover and adapt to a changing environment.

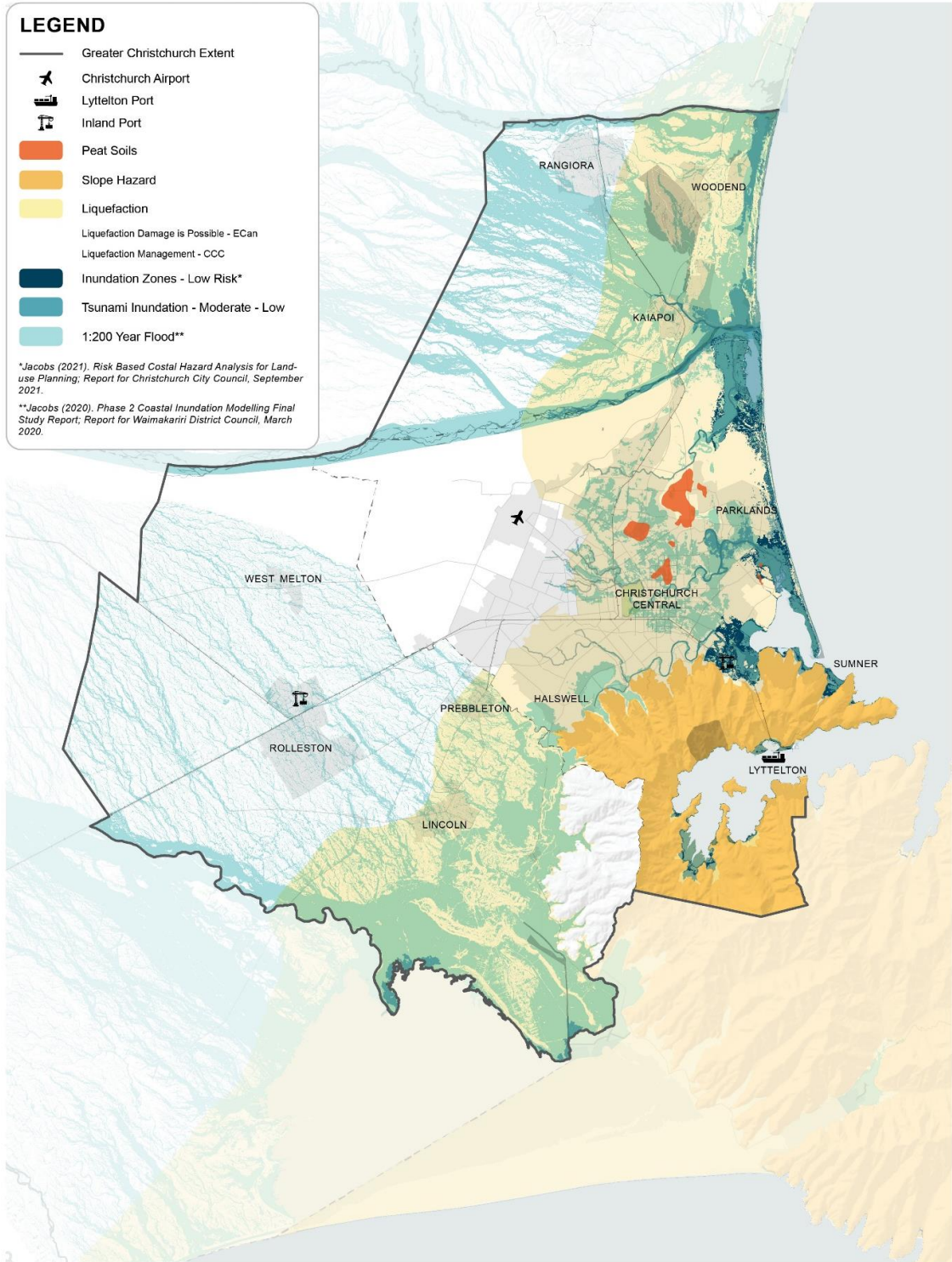
Key ways to build resilience to climate change and natural hazards in Greater Christchurch include:

- Reducing transport emissions by supporting more people to live, work, shop, recreate and socialise within close proximity, and to use public transport when they do need to travel, by focusing growth through targeted intensification around centres and along public transport corridors.
- Recognising interdependencies in the infrastructure sector, especially between telecommunications and electricity, and acknowledging the role they play in responding to, and recovering from, natural hazard events.
- Focusing growth away from areas likely to be more exposed to natural hazards that will be exacerbated by climate change, such as flooding and coastal erosion, while acknowledging that strategic infrastructure sometimes needs to operate in areas affected by natural hazards.
- Protecting and restoring the natural environment to support communities and ecosystems be more resilient to climate change and natural hazards. Opportunities for Greater Christchurch include promoting enhanced coastal and wetland reserves to reduce flood risk, establishing new green spaces to help absorb and treat rainwater, planting trees to shade and cool urban areas, and creating new or enhanced forested areas.

Map 7: Areas subject to natural hazard risks



Map 8: Areas subject to moderate natural hazard risks



\*Jacobs (2021). Risk Based Coastal Hazard Analysis for Land-use Planning; Report for Christchurch City Council, September 2021.  
 \*\*Jacobs (2020). Phase 2 Coastal Inundation Modelling Final Study Report; Report for Waimakariri District Council, March 2020.

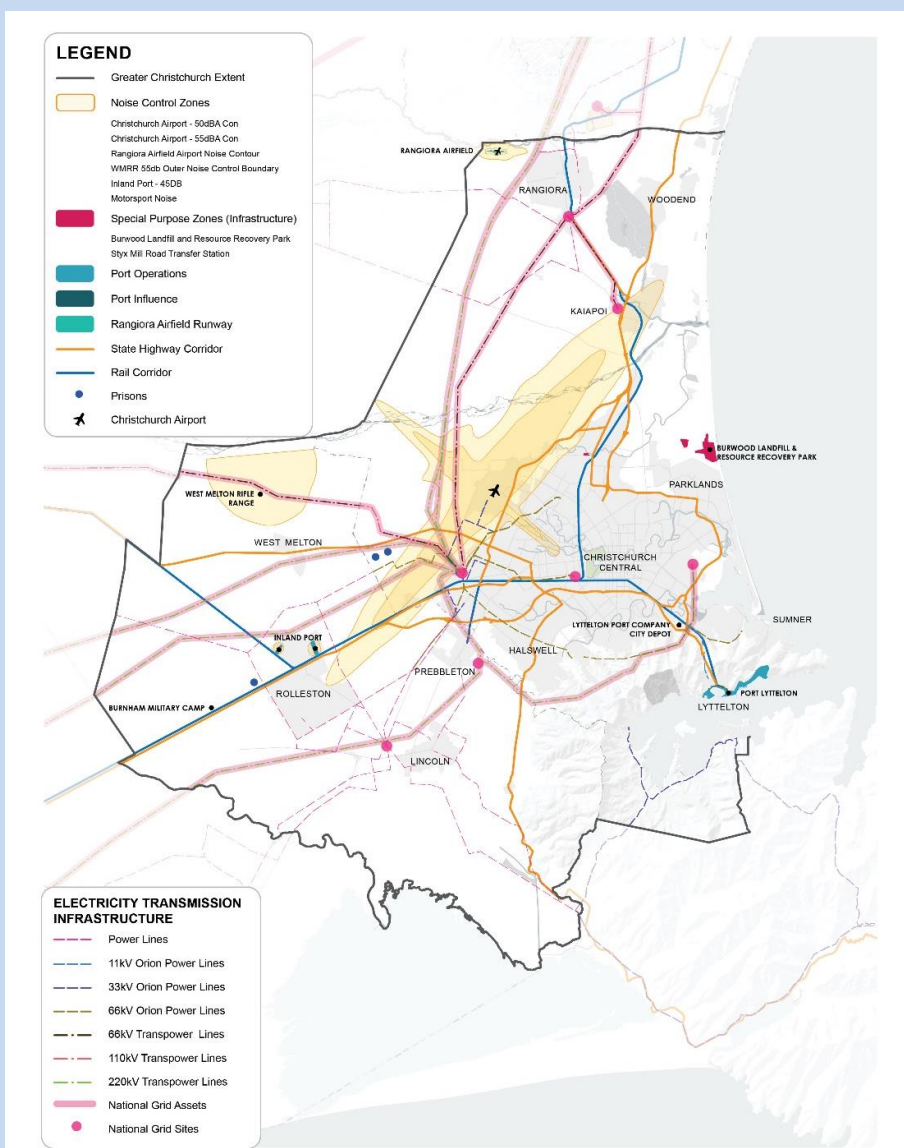


This map is based on the existing technical information and Geographic Information System (GIS) data from the four partner Councils. See 'Areas to protect and avoid Background Report' for limitations and further information which is available on the Greater Christchurch Partnership website.

### Protecting strategic infrastructure

Urban development should be carefully managed around strategic infrastructure to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of this infrastructure. Key strategic infrastructure in Greater Christchurch includes Christchurch Airport, the Port of Lyttelton, the inland ports at Rolleston and Woolston, state highway and rail corridors, the National Grid and the electricity transmission and distribution network (see Map 9).

Map 9: Key strategic infrastructure



The noise contours relating to Christchurch International Airport as shown on Map 9 represent the contours operative in the Canterbury Regional Policy Statement 2013. As part of the review of the Canterbury Regional Policy Statement, an update of the airport noise contours was completed by Christchurch International Airport Limited and independently peer reviewed by a panel of experts appointed by the Regional Council. In June 2023 a final set of remodelled air noise contours was made publicly available in a report published by Christchurch International Airport Limited. The updated noise contours will be a key input to the review of the Regional Policy Statement, and this is the process by which changes to the spatial extent of the operative contours and the associated policy framework will be considered.



## Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people

*A healthy natural environment is intrinsically linked with the wellbeing of people and places. The Spatial Plan recognises the importance of the natural environment as the foundation for the future of Greater Christchurch, particularly in the context of climate change and the urgent need to strengthen climate resilience. It commits to working with nature, not taking it over, when looking to the future.*

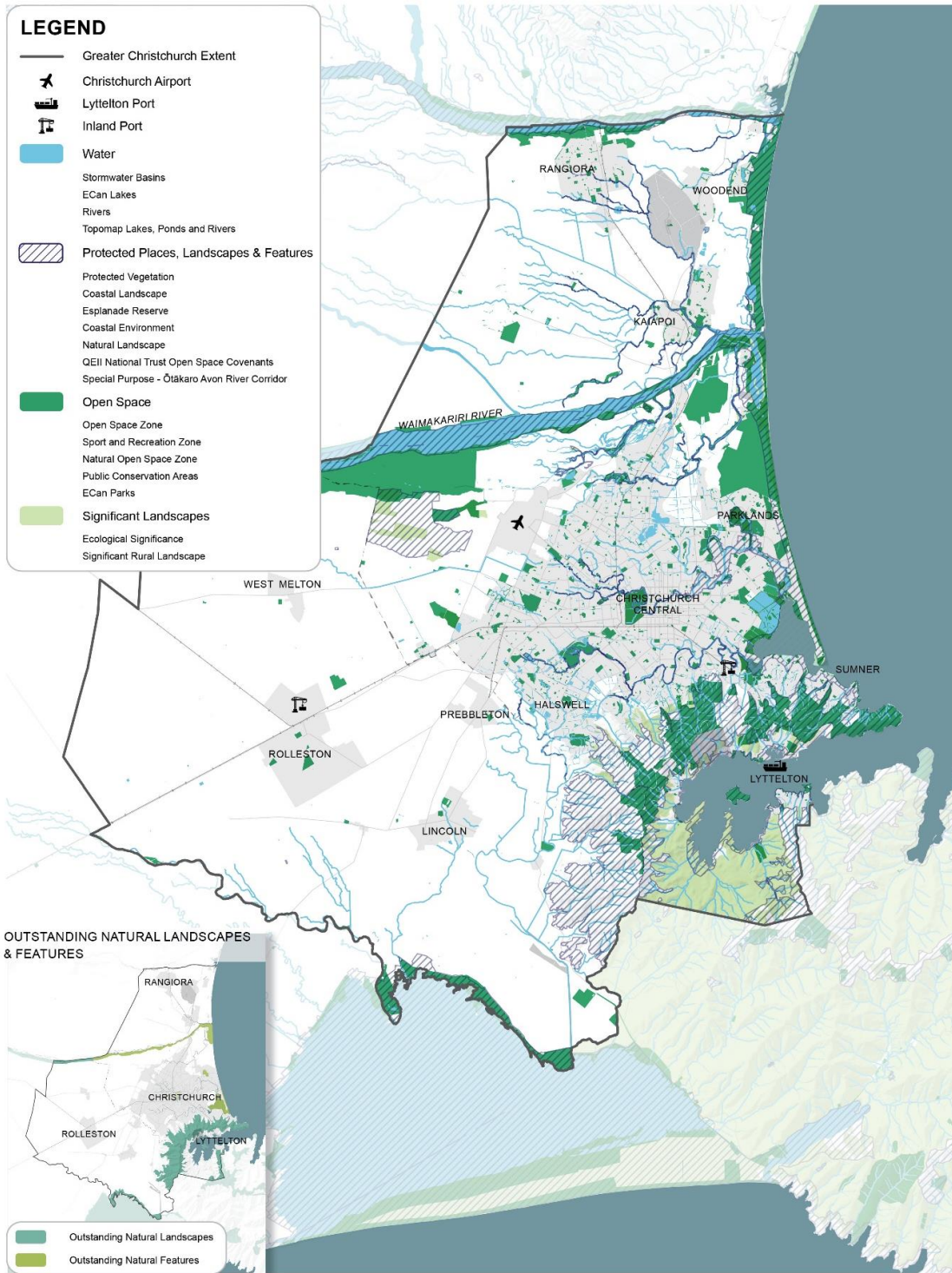
### Context

- The state of water bodies continues to degrade, with most having water quality issues and being in a poor state of cultural health. Groundwater that supplies Greater Christchurch's drinking water is at risk from changes to land use, increasing demands for water and the effects of climate change.
- There is currently good access to green spaces, although further planning and investment into parks and open spaces will be needed as the population grows.
- The tree canopy has declined over time, which has reduced habitats for wildlife, the amenity of urban environments, community wellbeing and climate resilience.
- Reductions in the extent and quality of the environment have had a detrimental effect on mana whenua and their relationship with water and natural resources.
- Highly productive soils have been lost to urban development and land fragmentation.
- Air quality has improved overall over the last decade, albeit some areas and communities still experience poor air quality.
- Te ao Māori provides a holistic and integrated approach to using, managing and protecting natural resources by acknowledging the inter-connectedness of all elements of the natural and physical world.

### Direction

- 3.1 Protect areas with significant natural values
- 3.2 Prioritise the health and wellbeing of water bodies
- 3.3 Enhance and expand the network of green spaces
- 3.4 Protect highly productive land for food production
- 3.5 Explore the opportunity of a green belt around urban areas

Map 10: Environmental areas and features



The Greater Christchurch area is defined by a unique network of water bodies, including braided rivers with alpine origins, and spring-fed rivers and streams that flow through the urban environment and estuaries before reaching the coast. Its key blue elements include the Waimakariri, Ōtākaro / Avon and Ōpāwaho / Heathcote rivers, and Te Ihutai / Avon-Heathcote Estuary. The north-eastern shores of Te Waihora / Lake Ellesmere are also within the defined area of Greater Christchurch.

Key green elements in the Greater Christchurch area include the Ashley Rakahuri Regional Park, Waimakariri River Regional Park, Waitākiri / Bottle Lake Forest Park, Tūhaitara Coastal Park, the coastal environment, the Port Hills, parts of Te Pātaka a Rākaihautū / Banks Peninsula, local parks and open spaces, and the larger green spaces found in Christchurch – namely Hagley Park and the Ōtākaro Avon River Corridor. The dry grasslands of the Canterbury Plains also connect the city region to the wider Waitaha / Canterbury region.

## Direction

### 3.1 Protect areas with significant natural values

Te ao Māori acknowledges the interconnectedness of people and te taiao – the environment. Based on this Māori world view, kaitiakitanga is a way of managing the environment that recognises that people are an integral part of the natural world, not separate from it; and that there is an intergenerational duty to protect, restore and enhance the mauri (life force) of water, land and ecosystems.

Greater Christchurch has many outstanding environmental areas, features and landscapes (*see Map 10*). Urban development must be focused away from areas with significant natural values and areas of cultural significance that include Wāhi Tapu and Wāhi Taonga. It is important that any possible encroachment of development on these areas is avoided, or involves early engagement and agreement with mana whenua.

### 3.2 Prioritise the health and wellbeing of water bodies

Water is a taonga that is culturally significant to Māori and essential to the wellbeing of all communities. Greater Christchurch has an integrated network of rivers, streams, springs, groundwater and aquifers, linked to estuaries and wetlands in the coastal environment. Restoring the health and wellbeing of water bodies, including wetlands, is a priority for the city region, and recognises Te Mana o te Wai - that protecting the health of freshwater protects the health and well-being of the wider environment, restoring and preserving the balance between the water, the wider environment, and the community.

Taking an integrated, catchment-based approach will support a higher quality water environment in Greater Christchurch. This also accords with and supports the Te Ao Māori principle of ki uta ki tai - which is concerned with the sustained integrity and functioning of all elements of the natural environment and their inter-connection, including with people. Examples of how this could be achieved include supporting waterway and wetland restoration and enhancement projects, setting extensive development setbacks from waterways, day-lighting urban waterways, and incorporating water sensitive urban design. Buffering water bodies with a riparian zone will also improve water quality and biodiversity, protect banks from erosion, alleviate the impacts of flooding, and support other amenity and recreational values.

The groundwater protection zone in Greater Christchurch must also be protected (*see Map 11*). This area covers the aquifers that provide the city region with its drinking water, which are vulnerable to contamination.

### 3.3 Enhance and expand the network of green spaces

Indigenous biodiversity is important to the environment, culture, society and economy of Greater Christchurch. For Māori, the connection with nature is one of whakapapa.

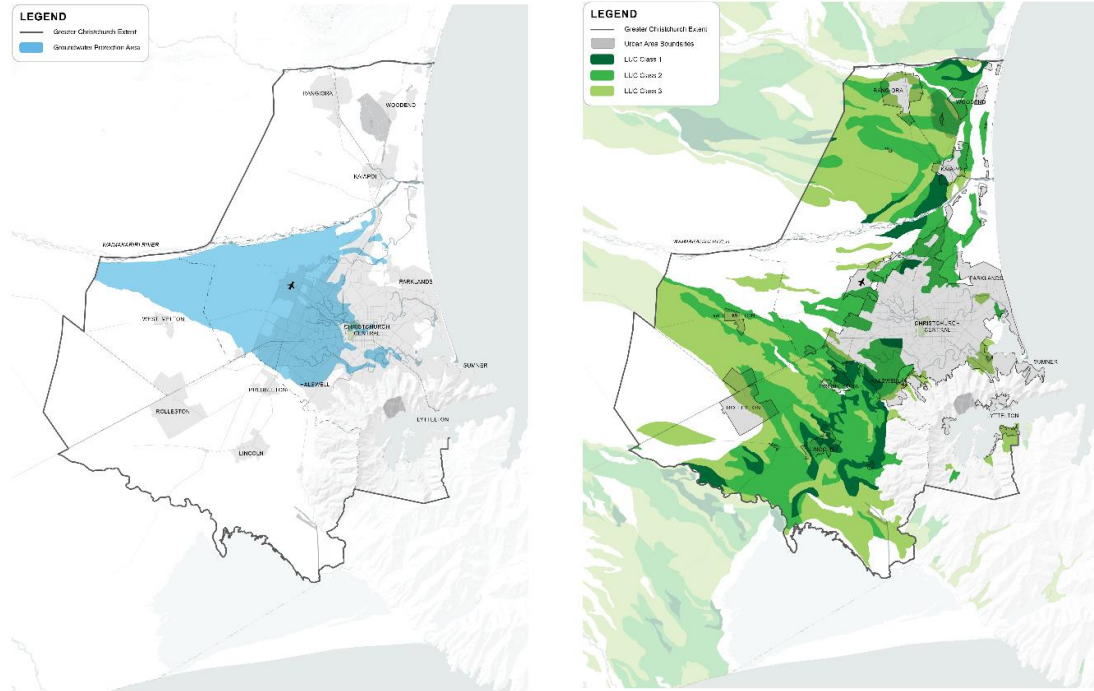
An enhanced and expanded network of green spaces will improve biodiversity, support access and connectivity, and promote active travel. The vision is that every centre and town is connected to another via a

green corridor. Opportunities to improve green connections include creating new green spaces; planting along waterways, streets and major transport routes; growing urban forests; and integrating public green spaces into major development projects. Creating stronger links to the Port Hills and Te Pātaka a Rākaihautū / Banks Peninsula is a particular opportunity to support increased biodiversity.

Improving the quality of the environment in existing and proposed higher density areas is critical. This can be achieved by designing and integrating vegetation (particularly trees) and indigenous biodiversity into these areas through enhanced streetscapes, parks and other public spaces, and with green spaces incorporated into private developments.

It is important that green spaces within our urban environments can be enjoyed by people of all ages and abilities, including through inclusive design and the application of universal design standards.

**Map 11: Groundwater protection zone / Map 12: Land Use Capability Class 1-3 soils**



### 3.4 Protect highly productive land for food production

Land that is particularly good for food production is a scarce and finite resource that has been lost as a result of urban expansion and land fragmentation. The highly productive soils found in parts of Greater Christchurch are a valuable resource (see Map 12).

The National Policy Statement for Highly Productive Land requires highly productive land to be protected from urban development, with some exceptions. Focusing urban development within the existing urban area – growing ‘up’ rather than ‘out’ – will help protect the best soils for agriculture. Where development does need to occur outside the existing urban area, this should avoid highly productive land where possible.

Implementation of the National Policy Statement for Highly Productive Land is subject to a regional planning process. The mapping of highly productive land, as per the definition in the National Policy Statement, has not yet been notified by the Canterbury Regional Council. The interim definition of highly productive land in the current National Policy Statement (September 2022), is land that is Land Use Capability Class 1, 2, or 3 (with some exceptions relating to identified growth areas). For the purposes of the Spatial Plan, these Land Use Capability Classes have been shown in Map 12, noting that exceptions do apply. Map 12 is not determinative of the identification of highly productive land for inclusion, by way of maps, in the Canterbury Regional Policy Statement as required by the National Policy Statement for Highly Productive Land.

### 3.5 Explore the opportunity of a green belt around urban areas

A green belt is a planning tool used to maintain areas of green space around urban areas, often acting as a transition between urban and rural areas. A green belt around Greater Christchurch’s urban areas would help limit urban expansion; address reverse sensitivity impacts; protect food producing land and green spaces for future generations; provide space for urban forests, wetlands and ecological restoration areas; increase resilience to the effects of climate change; and support recreational activities.

The concept of a green belt in Greater Christchurch needs to be explored in more detail and this will be undertaken as part of the development of a blue-green network strategy. The ‘Ecological enhancement / green belt’ notations shown on Maps 2 and 14 are indicative of the location of ecological enhancement / greenbelt

areas, and their specific location is to be further investigated. The areas in between the approximate green belt locations and the current or future urban areas identified in these maps do not indicate further urban development is necessarily anticipated in these areas.

## Part 2 – An urban form for people and business

### Opportunity 4: Enable diverse, quality and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs

*The homes and communities that people live in provide the foundations for their wellbeing. Greater Christchurch’s population is growing and changing, which will impact how and where people live. The Spatial Plan focuses on providing greater housing choice to meet the diverse needs of the community, including the need for more affordable homes; as well as enabling more people to live in places that are well-connected to employment, education, social and cultural opportunities.*

#### Context

- Greater Christchurch has maintained a good supply of housing that is relatively affordable for middle to high income households, especially compared to other parts of the country.
- Delivering enough affordable housing continues to be a significant challenge, with an estimated 35,000 households in Greater Christchurch defined as being under housing stress in 2021.
- The current mix of housing types will not be suitable to meet needs in the future, particularly with the increase in one-person households and need for more multi-generational housing.
- The prosperity and wellbeing of Māori have been impacted by legislation, planning provisions and urban development strategies that have failed to recognise and prioritise the development of Māori Reserves or recognise the housing needs of Māori within urban areas. Housing options that meet the needs of Māori whānau are very limited in Greater Christchurch’s urban areas.
- The level of accessibility to employment, services, green spaces and public transport varies across different parts of Greater Christchurch.
- The National Policy Statement on Urban Development and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act have removed barriers to development to allow growth ‘up’ and ‘out’ in locations with good access to existing services, infrastructure and public transport.

#### Direction

- 4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas
- 4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand
- 4.3 Focus and incentivise intensification of housing to areas that support the desired pattern of growth
- 4.4 Provide housing choice and affordability
- 4.5 Deliver thriving neighbourhoods with quality developments, quality housing and supporting infrastructure

## Direction

### *4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas*

As outlined in *The prosperous development of kāinga nohoanga* section, legislation and a failure of strategic planning have prevented the development of Māori Reserves for subdivision, housing, and social infrastructure, educational facilities, as well as the development of prosperous economic activities. This has impacted the prosperity and wellbeing of mana whenua.

Many Māori live within Greater Christchurch's urban areas where existing zonings do not contemplate or appropriately provide for kāinga nohoanga as a housing outcome. Consequently, the cultural needs of Māori have been overlooked.

A particular issue in supporting kāinga nohoanga is to ensure that infrastructure is provided that meets the needs of mana whenua for future development of kāinga nohoanga on Māori Land, with a specific focus on MR873 at Tuahiwi. Whilst policy and plan changes have occurred to enable kāinga nohoanga, this has not been supported with investment in infrastructure.

Within urban areas, it is assumed that the development of kāinga nohoanga will be able to be accommodated within the capacity of existing infrastructure or planned infrastructure upgrades.

Development of kāinga nohoanga is to be supported by partners as part of the commitment to give effect to mana whenua expectations and priorities. This will require a partnership with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve Land and within urban areas to ensure that there is sufficient capacity in, and feasible access to, local networks to enable this.

Further work between mana whenua and councils is needed to remove residual barriers in the planning framework, including the rezoning of all Māori Reserves and partnership in the provision of infrastructure to enable the development of Kāinga Nohoanga on Māori Land and within urban areas.

#### **Key commitments and actions required to deliver this direction**

- Partner with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve Land to ensure that there is sufficient capacity in, and feasible access to, local networks, to enable this.
- Partners to invest and provide infrastructure to support the development of MR873 and ensure mana whenua are active partners in decision making for these investments.
- Support mana whenua with upgraded infrastructure where needed in urban areas to enable kāinga nohoanga.
- Ensure that any future urban form for Greater Christchurch does not preclude or prevent the growth and development of Māori Reserve Land as settlements to the fullest extent possible. This includes ensuring Māori Land is not used or taken for public infrastructure required to service development on adjoining or proximate land.
- Ensure policy does not impede the ability to establish urban kāinga nohoanga.
- Enable and support the implementation of the Kāinga Nohoanga Strategy, which will set the expectations and implementation requirements to enable and support kāinga nohoanga.



- Initiate a process to rezone MR892 and MR959.

4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand

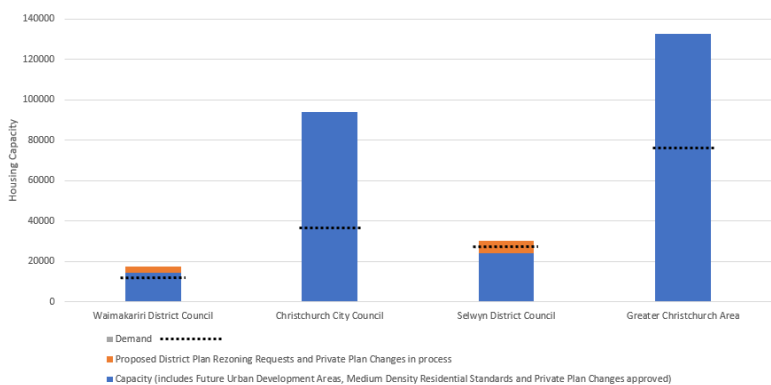
Meeting the projected demand for housing over the next 30 years is not a major issue for Greater Christchurch. This is particularly with additional greenfield areas being recently rezoned through private plan changes, and further intensification enabled across the city region as required by the National Policy Statement on Urban Development and Resource Management (Enabling Housing Supply and Other Matters) Amendment Act. In addition to these recent rezonings, greenfield areas are also being considered through rezoning submissions on the Selwyn and Waimakariri District Plan Review processes – the outcomes of which are yet to be determined.

Table 2: Sufficiency of housing development capacity to meet projected demand (2022 – 2052)

	Feasible capacity		Demand with margin		Surplus / Shortfall	
	Medium term (0 – 10 years)	Long term <sup>1</sup> (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)
Waimakariri	5,950	14,450	5,600	13,250	+350	+1,200
Christchurch	94,000	94,000	14,150	37,500	+79,850	+56,500
Selwyn	11,550	24,100	10,000	27,350	+1,550	-3,250
<b>Total</b>	<b>111,500</b>	<b>132,550</b>	<b>29,750</b>	<b>78,100</b>	<b>+81,750</b>	<b>+54,450</b>

Based on the assumption that housing demand remains constant over time, a 60-year housing bottom line could translate into a requirement to accommodate an additional 160,000 households in Greater Christchurch – the equivalent to almost one million people living in the city region. This longer term growth could still be largely accommodated by the current housing development capacity in the city region as a whole as these figures also do not take account of the potential capacity from higher densities, which during the long term is likely to become more feasible and common in the market.

Figure 9: Sufficiency of housing development capacity to meet projected demand (2022 - 2052)



The response to long term shortfalls will be through exploring the feasibility of intensification, especially around centres and public transport routes, and increasing minimum densities for new greenfield areas. The

<sup>1</sup> The NPS-UD defines feasible capacity in the long term as either based on “commercially viable to a developer based on the current relationship between costs and revenue, or on any reasonable adjustment to that relationship”. In Table 2 the capacity in the medium and long term for Christchurch City is the same because the assessment only calculates the “current relationship”. This is a conservative approach, as development feasibility is likely to improve in the long term (30 years) which means that the amount of feasible capacity can be expected to be higher than shown in the table. For Selwyn and Waimakariri Districts, the assessments assume that historic trends continue into the long term. The capacity assessments also have to be undertaken every 3 years as a minimum, which will enable the assumptions to be reassessed.

broad locations for residential growth are shown in *Map 14 under Opportunity 5*. The Priority Development Areas will also be a significant tool to incentivise redevelopment and higher density housing (see the *A collective focus on unlocking the potential of Priority Areas* section). Further to this, broad locations for new residential development to provide additional capacity should align with the direction in the Spatial Plan and desired pattern of growth. Identifying broad locations for residential development, should be guided by the Spatial Strategy, including the six opportunities, directions and the overarching directions that shape the desired pattern of growth. Broad locations should, at a minimum:

1. Be adjacent to, near, or within a Significant Urban Centre, Major Town or a Locally Important Urban Centre in Greater Christchurch;
2. Be accessible to either MRT, Core Public Transport Routes or New / Enhanced Public Transport Routes;
3. Protect, restore and enhance the natural environment, historic heritage, and sites and areas of significance to Māori;
4. Be free from significant risks arising from natural hazards and the effects of climate change; and
5. Be cognisant of the landscape and visual context, integrate with natural features and align with good urban design principles.

#### *4.3 Focus and incentivise intensification of housing to areas that support the desired pattern of growth*

The focus of the Spatial Plan is to encourage greater intensification and higher densities around centres and public transport routes. The benefits of intensification in line with this desired pattern of growth include:

- More people living in closer proximity to services and employment
- A competitive public transport system to encourage mode shift
- Less reliance on private vehicle use
- A reduction in greenhouse gas emissions
- Efficient and effective use of existing infrastructure
- More affordable and diverse housing choices
- Less need for urban expansion onto highly productive land.

Greater intensification (medium and high density) is also being enabled as directed under the Resource Management Act (Intensification Instruments) and the National Policy Statement on Urban Development. This national direction enables greater intensification to occur across large parts of the urban area that may not necessarily be in close proximity to centres and public transport routes. The approach to focus intensification around centres and public transport routes will need to rely less on traditional planning tools (e.g. zoning) and look more at incentivisation, partnerships and investment. A broad range of statutory and non-statutory tools will be relied upon for improving the feasibility of intensification to support the desired pattern of growth.

A key approach to targeting intensification in the preferred locations is to identify Priority Development Areas, which are areas that the partnership will take a coordinated effort at a given time. They provide a mechanism for coordinated and aligned action across multiple agencies; to inform, prioritise and unlock investment, and drive collective accountability.

#### *4.4 Provide housing choice and affordability*

Greater intensification around centres and along public transport routes will help provide a range of dwelling types to meet the changing demand profile in Greater Christchurch, particularly from an aging population. This includes providing for the projected higher demand for smaller, more affordable units.

This will mean new housing will increasingly move towards medium and higher density housing types, such as townhouses, terraced housing and apartments. This will help to increase the variety of housing, including more affordable options. However, to do this across a spectrum of housing choice and demand, the intensification focus needs to be combined with continuing to provide for diverse forms of housing and some greenfield areas in appropriate locations.

The focus on targeted intensification will support an urban form that helps address the strategic opportunities and challenges facing the city region, and to help address housing affordability for low income households.

Figure 10: Population growth by age group in Greater Christchurch

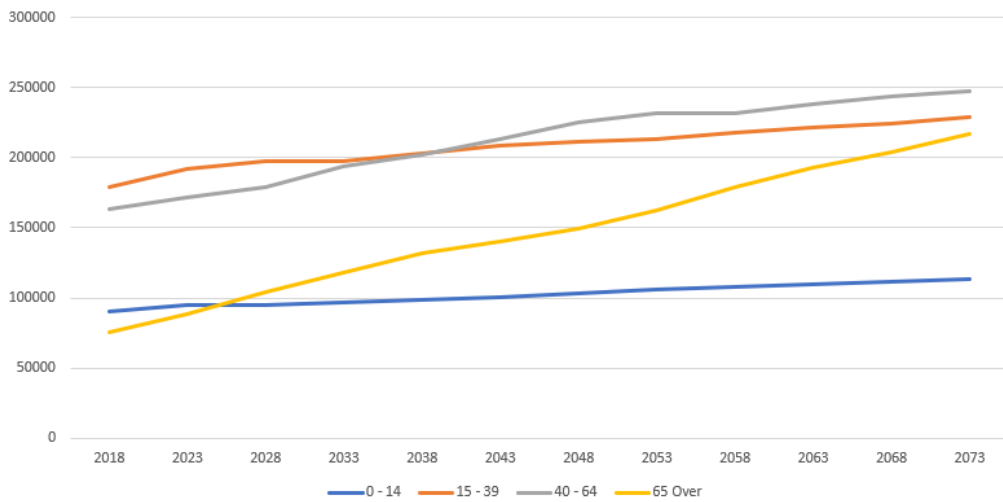
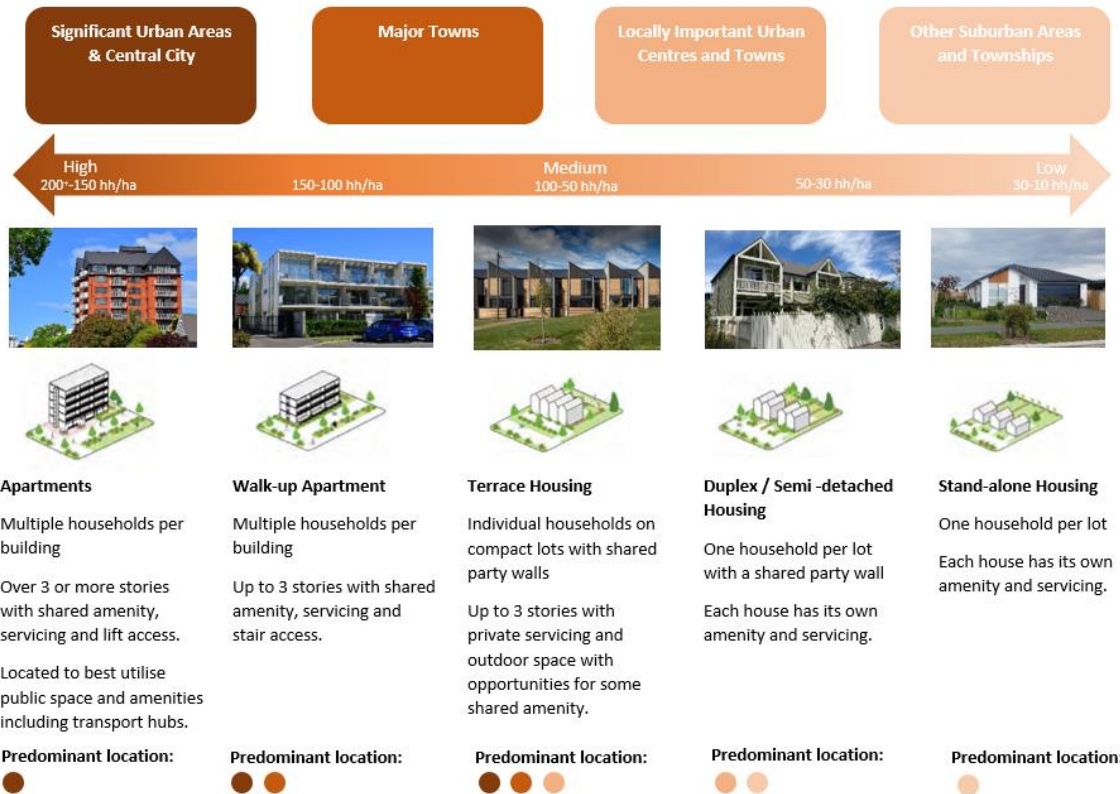


Figure 11: Housing typologies by density



### **Social and affordable housing needs**

In comparison to other major urban centres in Aotearoa New Zealand, housing in Greater Christchurch is relatively affordable. However, the provision of social and affordable housing will become an increasingly critical issue.

Enabling higher density housing developments at different price points will be vital to meeting the projected increase in demand for smaller, more affordable dwellings. The cost of housing, both home ownership and renting, will continue to represent a significant component of household expenditure. New households will have different housing preferences and affordability constraints, but to better align the total housing stock across Greater Christchurch with the overall household composition, new development would need to favour smaller and more affordable housing types.

Smaller and multi-unit dwellings that take advantage of more efficient building construction techniques, and adopt new home ownership and rental models, can aid the provision of more affordable homes. Housing should meet the needs of the population at all stages of life.

Housing need in Greater Christchurch, including social and affordable housing, will be further addressed through the development of a joint housing action plan.

### **Greenfield**

The creation of 'greenfield' areas will continue to be part of how we accommodate more people so that we can provide a range of lifestyle choices that our communities value. The focus of our spatial plan and greenfield development, is to encourage positive change in our urban form and function, recognising that while housing capacity needs to be provided, this must achieve and not undermine other directions and principles. To achieve this, successful future greenfield development needs to:

1. Be well connected with employment, services and leisure through public and active transport networks
2. Be integrated with existing urban areas
3. Meet a need identified by the latest Housing and Business Development Capacity Assessment
4. Be at the right scale, density and location to minimise impact on highly productive land and existing permitted or consented primary production activities.

Further additional greenfield development may be required for the longer term and to provide for a population towards one million. Additional greenfield will be assessed through other statutory processes.

While there has been a trend towards increasing greenfield density over the last few years, the rate of change will need to increase to support the overall outcomes of the Spatial Plan. A technical report prepared to evaluate greenfield density uptake in Greater Christchurch included a density outcomes analysis of case study areas, as well as a national and international literature review to assess the implications of increasing residential density. The analysis found that there is a positive relationship between increases in density, more diverse housing typologies and the utilisation of more sustainable transport modes. The analysis found that the benefits of residential density increase incrementally. However, there are 'tipping points' of 25 to 30 households per hectare where residential density can deliver greater benefits.

### **Specific Forms and Alternative Approaches to Housing**

Specific forms of housing and alternative approaches to housing are part of housing choice. They can provide for a range of preferred lifestyle options, respond to deficiencies or particular demand in the housing market, target those with the greatest housing need or deliver housing through innovative and novel approaches. They span the housing continuum from social housing through to private housing in the open market. They can offer greater diversity of housing typologies, tenures and price points.

Consideration of how specific forms of housing and alternative approaches to delivering housing can support greater housing choice in Greater Christchurch will be further addressed through the development of a Joint Housing Action Plan.

#### 4.5 Deliver thriving neighbourhoods with quality developments, quality housing and supporting infrastructure

Thriving neighbourhoods enable people and communities to meet their day-to-day needs, strengthen quality of life, and increase community connection and resilience. They are neighbourhoods that are well connected; enable safe and equitable access for all; have high quality and safe open spaces, green spaces and public realm; and provide a diverse range of housing including social and affordable housing.

##### Features of Thriving Neighbourhoods

With good urban design, neighbourhoods and their centres can include communal spaces that are liveable, walkable, safe and attractive, and have good connectivity and accessibility. A network of vibrant and diverse urban and town centres that incorporates mixed-use and transport orientated development helps to improve access and add to people's wellbeing.

##### Community facilities and open, green and public spaces

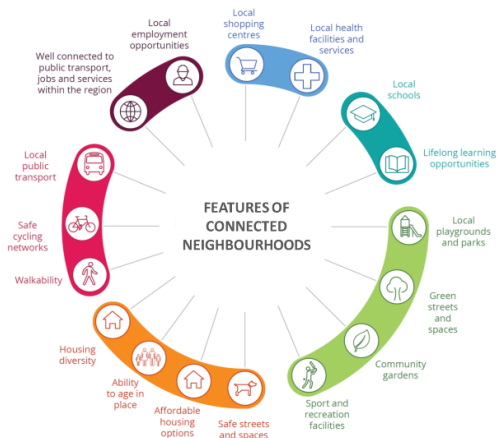
Community facilities contribute to strong, healthy and vibrant communities by providing spaces where residents can connect, socialise, learn and participate in a wide range of social, cultural, religious, art and recreational activities. There has been extensive rebuilding and repairing of community facilities within Greater Christchurch, resulting overall in a modern network of well-designed buildings able to cater for optimal usage and meet residents' expectations. Following the completion of key facilities, such as the Parakiore Recreation and Sport Centre and Te Kaha Multi-Use Arena, the city region will be well serviced to support a broad range of community, tourist, recreational and sporting events.

Open, green and public spaces are areas for people to gather, meet, play and talk. These are places that can be used for cultural purposes, for social events or to engage in recreational activities with one another. There is an extensive network of open spaces across Greater Christchurch; ranging from regional parks, to local area and neighbourhood parks, to sports fields. As the population grows and urban areas densify, it will be important to ensure that open space provision is meeting the required levels of service for communities. Local area planning will be critical to guide future investment in open spaces, and importantly the prioritisation of new developments and upgrades to ensure equitable provision across the city region.

It is important to have neighbourhood meeting places, and community facilities and services, that support the needs of individuals and whānau. Such facilities and services also need to keep up with growth and adapt to the particular needs of each community.

##### Quality Developments and Quality Housing

Figure 12: Features of Thriving Neighbourhoods.



Quality developments and quality housing are at the heart of thriving neighbourhoods, enriching the lives and wellbeing of our communities. Quality developments support neighbourhoods to develop and change over time in response to the diverse and changing needs of people, communities, and future generations.

Quality housing meets the diverse needs of the community over their lifetime and ensures that individuals, whānau and communities can live well so our neighbourhoods thrive for all. The Joint Housing Action Plan will consider quality housing in the context of Greater Christchurch.

**Sense of connection and safety**

How neighbourhoods, towns and cities are planned and develop impacts on the health and wellbeing of people and communities. Connected neighbourhoods and communities are safer, more resilient, and contribute to increased health and wellbeing. A sense of connection and safety also contributes to the conditions in which people live and work, their access to facilities and services, their lifestyles, and their ability to develop strong social networks.

## Opportunity 5: Provide space for businesses and the economy to prosper in a low carbon future

*Greater Christchurch has a strong and diverse economy. Leveraging the economic assets and strengths of the city region is important for supporting business growth and increasing quality employment opportunities for the growing population. The Spatial Plan provides for the needs of businesses through a network of centres that are well connected and serviced by infrastructure.*

### Context

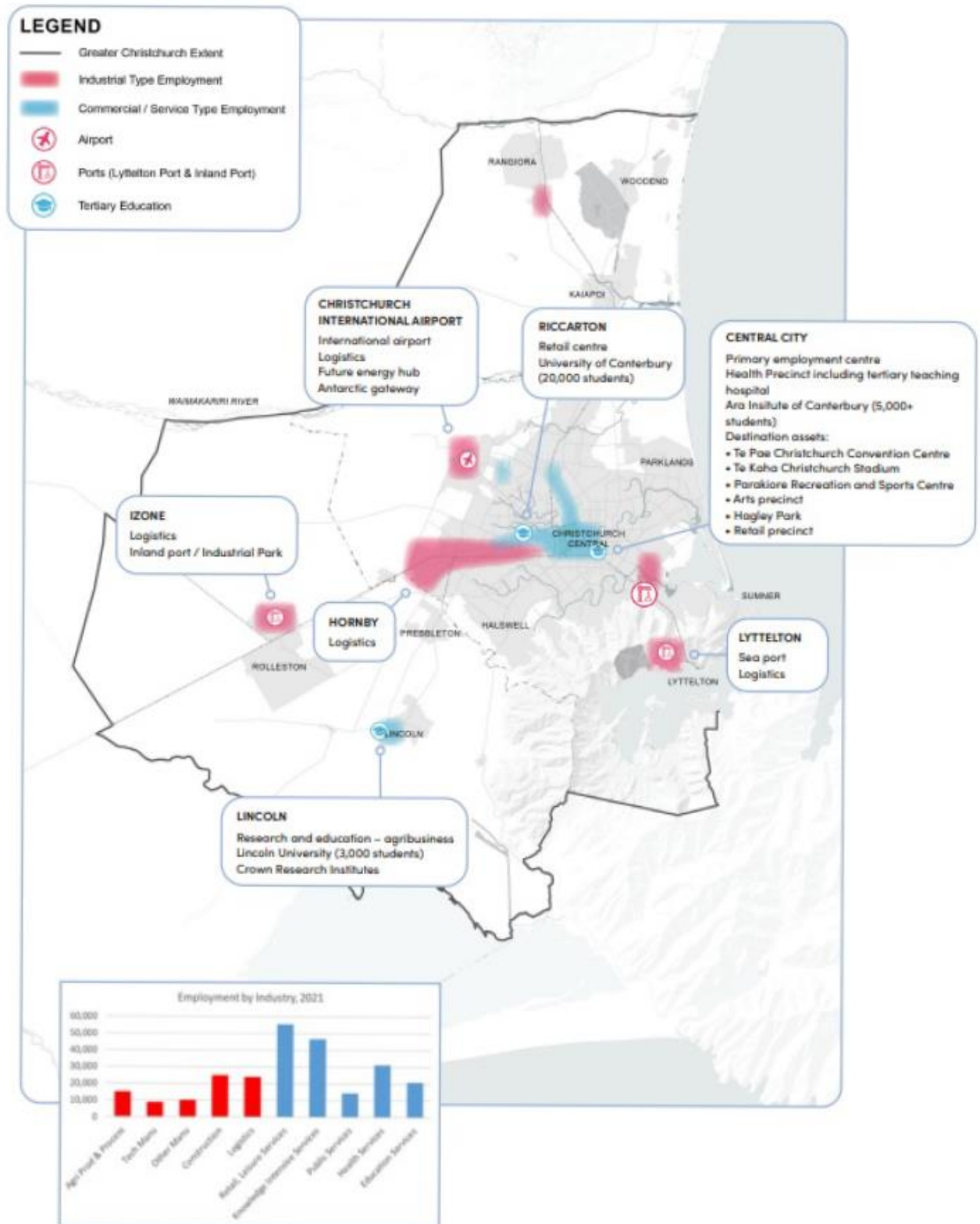
- Greater Christchurch is the principal economic, services and logistics centre for Te Waipounamu / South Island. The goods produced in Waitaha / Canterbury for export are primarily distributed via the Port of Lyttelton, Christchurch Airport, and the inland ports at Rolleston and Woolston.
- Hubs of tertiary and research institutions are found in Christchurch's Central City, including the Ara Institute of Canterbury, the tertiary teaching hospital and the health precinct; and at the University of Canterbury campus in Riccarton, and the Lincoln University and various research campuses and farms in and near Lincoln.
- Six of the seven Crown Research Institutes in Aotearoa New Zealand are in Greater Christchurch.
- Employment in the Central City remains below pre-earthquake levels. Even prior to the earthquakes, the Central City was underperforming economically.
- Significant investment after the earthquakes in modern and resilient infrastructure, civic assets, and urban redevelopment, particularly in the Central City, has provided the capacity to cater for much higher levels of economic and population growth.
- The changing nature of business in the context of climate and technological changes will impact where businesses choose to locate and what they require from the urban environment.
- Greater Christchurch contains a number and range of tertiary and research institutions that are of strategic importance from a local and national perspective. Their retention, protection and continued operation is of regional and national economic importance.

### Direction

- 5.1 At least sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network.
- 5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services.
- 5.3 Provision of strategic infrastructure that is resilient, efficient, integrated and meets the needs of a modern society and economy.
- 5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy.
- 5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.

**Map 13: Key employment areas and economic assets**





Direction

### 5.1 At least sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network

There are two types of business land:

- Commercial land – for offices, shops and services; often co-located with housing and other activities.
- Industrial land – for manufacturing and warehousing activities; often located close to freight routes and usually separated from housing.

Greater Christchurch is well placed to meet the projected demands for commercial and industrial land over the next 10 years, and for industrial land over the next 30 years and beyond. However, the current supply of commercial land in the city region is not likely to be enough to meet the demand over the next 30 years.

More than enough industrial land is supplied in Christchurch, Selwyn and Waimakariri to meet demand over the next 30 years, with a particularly significant surplus in Christchurch. Assuming that demand for industrial land will decline in the long term due to global economic trends, the total supply of industrial land in Greater Christchurch may never be fully utilised.

Enough commercial land is also supplied in Christchurch, Selwyn and Waimakariri to meet demand over the next 10 years, but there is a shortfall of 110ha in Christchurch and 20ha in Selwyn when looking over the next 30 years. Shortfalls in commercial land are expected to be met through intensification in significant urban centres, major towns, and locally important urban centres and towns, as well as through rezoning of industrial land close to Christchurch’s Central City to commercial and mixed-use. A focus for providing for commercial land will be those centres identified in *Map 14*, including the Priority Areas.

**Table 3: Sufficiency of industrial land to meet projected demand (2022 – 2052)**

	Feasible capacity		Demand with margin		Surplus / Shortfall	
	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)
Waimakariri	32ha	102ha	31ha	79ha	1ha	23ha
Christchurch	663ha	663ha	36ha	119ha	627ha	544ha
Selwyn	377ha	425ha	131ha	347ha	246ha	78ha
<b>Total</b>	<b>1,073ha</b>	<b>1,190ha</b>	<b>198ha</b>	<b>545ha</b>	<b>874ha</b>	<b>645ha</b>

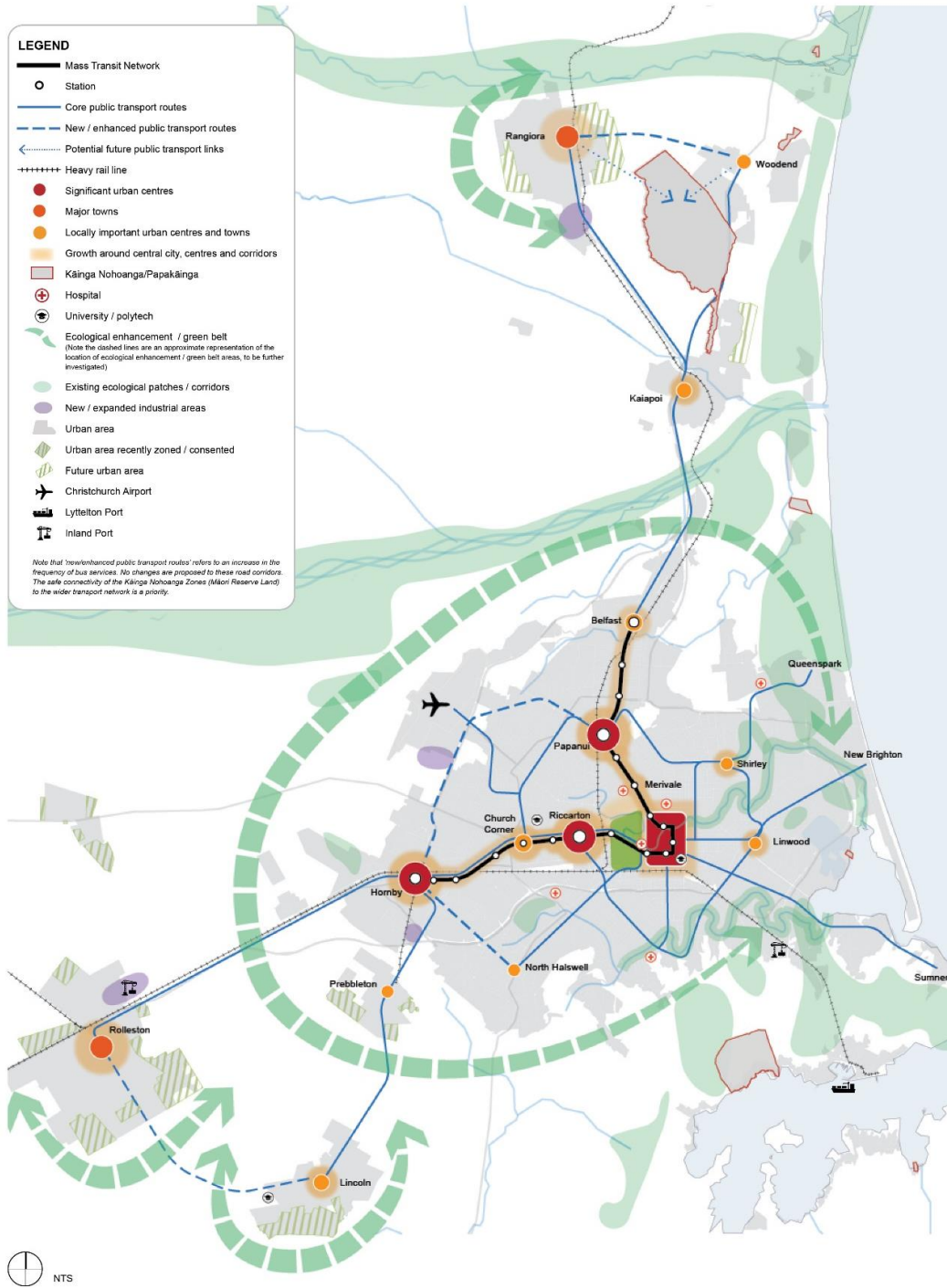
**Table 4: Sufficiency of commercial land to meet projected demand (2022 – 2052)**

	Feasible capacity		Demand with margin		Surplus / Shortfall	
	Medium term (0 – 10 years)	Long term <sup>2</sup> (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)
Waimakariri	36ha	63ha	12ha	32ha	24ha	31ha
Christchurch	102ha	102ha	85ha	212ha	17ha	-110ha

<sup>2</sup> The NPS-UD guidelines suggest that councils undertake a stock take of vacant land. The capacity shown in the table includes vacant capacity which is based on the most recent field surveys undertaken by each council. Also, the guidelines suggest that “larger, more urbanised areas could also investigate land not currently developed to its full potential”. In Table 4 the capacity shown for Christchurch City only includes vacant capacity and does not include redevelopment potential. Plan Change 14 to the Christchurch District Plan will enable substantial redevelopment potential in Christchurch commercial zones, which is likely to alleviate the long-term shortfall. There is modelling underway to estimate the level of redevelopment potential that could be reasonably developable in the long term. For Selwyn and Waimakariri Districts, the assessments include redevelopment potential, which is based on the historic development levels occurring in the long term. The capacity assessments also have to be undertaken every 3 years as a minimum, which will enable the assumptions to be reassessed.

Selwyn	19ha	30ha	18ha	50ha	1ha	-20ha
<i>Total</i>	<b>157ha</b>	<b>195ha</b>	<b>115ha</b>	<b>294ha</b>	<b>42ha</b>	<b>-99ha</b>

Map 14: Broad locations of housing and business development capacity (700,000 people)



### *5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services*

Centres are places where people congregate for business, education and leisure; where business happens; and where people are able to meet their everyday needs close to where they live.

A strong centres network will:

- Efficiently utilise existing infrastructure, including public transport and freight networks; and support efficient investments in future infrastructure
- Realise gains in economic productivity that can be achieved when related businesses and activities (such as tertiary institutions) are concentrated and co-located, including improved productivity by supporting knowledge transfer, attracting talent, and providing economies of scale of similar businesses that can attract other businesses and customers
- Co-locate economic activity where people live so that people can access employment and services easily by walking and cycling.

The focus on supporting future population and business growth in key urban and town centres, coupled with the planned enhancements to the public transport network, will support a strong network of centres in Greater Christchurch.

### *5.3 Provision of strategic infrastructure that is resilient, efficient, integrated and meets the needs of a modern society and economy.*

Strategic infrastructure networks include those required to:

- Manage wastewater and stormwater, and provide safe drinking water
- Provide for energy needs – household, business and transport
- Provide communication and digital connectivity
- Transport people and goods (covered under *Opportunity 6: Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities*).

For infrastructure networks provided by local councils, including water infrastructure, each council is required to prepare an infrastructure strategy, and supporting network and catchment plans, to ensure there is sufficient capacity to meet current and future demands, and that environmental standards are met. Infrastructure strategies are updated based on changes to growth projections, such to inform decisions on infrastructure investment.

Telecommunications and energy infrastructure are provided by state-owned enterprises and the private sector. Telecommunications infrastructure is fundamental to the digital transformation of public and private infrastructure, while electricity infrastructure is fundamental to the transition to a low emissions future.

A key issue is the need to ensure that infrastructure is provided that meets the needs of mana whenua for the development of kāinga nohoanga on Māori Land, with a particular focus on MR873 at Tuahiwi. While policy and plan changes have occurred to enable kāinga nohoanga in Greater Christchurch, this has not been supported with investment in infrastructure. Within Greater Christchurch's urban areas, it is assumed that the development of kāinga nohoanga will be able to be accommodated within the capacity of existing infrastructure or through planned infrastructure upgrades.

The close alignment of infrastructure provision with the growing and changing needs of people, communities and businesses requires strong partnerships and joint planning, including:

- Partnering with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve Land to ensure that there is sufficient capacity, and feasible access to, local networks; while also supporting mana whenua with upgraded infrastructure where needed within urban areas to enable kāinga nohoanga
- Establishing strong partnerships with providers of energy and digital technologies, and ensuring that planning for telecommunications and energy infrastructure is well integrated with new development.

#### **Current and planned state of strategic infrastructure networks**

- Wastewater networks have capacity to meet growth over the next decade, although some specific locations or sites may require infrastructure upgrades or alternative solutions to enable development. This includes MR873 at Tuahiwi, where a bespoke approach to the funding and delivery of services may be needed.
- The suburbs of Shirley and Aranui in Christchurch are serviced by a vacuum sewer system, which are at or near operational capacity and currently with no feasible solution to increase capacity.
- Most sites have the ability to mitigate stormwater effects on-site, or have planned local catchment solutions and programmes to address water quality and quantity issues. For some sites, on-site mitigation infrastructure may be required that will add to development costs. However, this does not preclude development from occurring.
- In Christchurch, major water supply upgrades have been completed or are planned for completion over the next 10 years. A focus for water supply assets will be over \$200 million invested in the improvement and maintenance of the reticulation network. This will reduce leakages and improve the long term sustainability of the water supply, ensuring these assets remain fit-for-purpose to accommodate future growth and to meet required water quality and health standards.
- Growth in the use of electricity for transport will necessitate greater provision of electric charging networks in Greater Christchurch. This is expected to be provided by the private sector. Over time, there may be a requirement for greater local generation of green energy. The provision of reliable renewable energy will be important for achieving a low carbon future for Greater Christchurch.
- The National Grid will continue to play an important role in electrification of the economy and will need to be protected. Long-term planning for the maintenance, operation, upgrading and development of the National Grid needs to be facilitated and supported. While existing National Grid assets are identified on the Spatial Plan maps, new development will necessitate new assets, particularly to connect to new generation.
- Telecommunications technology is continually changing to meet the expectations of customers for new, faster and uninterrupted digital experiences. The challenge is finding locations to increase the density of telecommunications networks to meet the demand generated by growth. Redevelopment and new growth areas need to integrate network infrastructure with land use and the needs of communities.

*5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy.*

Greater Christchurch is a business and research hub for primary production across Canterbury and the South Island. Primary production is one of the key drivers of our economy and employment. A strong agricultural economy supports growth and development in the rest of the economy due to its linkages with research, manufacturing, and transport. Quarries also play an important role in urban growth and development. Consideration needs to be given to their location, operation, and function, to ensure a reliable and affordable future supply of aggregates and that adverse impacts on communities and the environment, including potential effects on groundwater and drinking water sources, can be appropriately managed. This includes the rehabilitation of quarry sites once extraction ceases.

Primary production activities are located within Greater Christchurch, and urban growth can impact these land uses and rural communities. Some of these effects can be positive, bringing new people and amenities to rural areas. However, there are also adverse effects of urban growth which need to be managed.

It is recognised that primary production activities can have adverse effects on existing urban areas. This is commonly addressed through Regional and District Plans through provisions like setback, noise controls, odour and dust limits etc. This should continue in balance with 'greenfield' development in locations that ensure primary production activities can continue, while ensuring residential areas remain pleasant places to live.

There is need for primary production activities to be able to expand or change in response to new markets and new issues, including transforming to a lower emissions economy. A growing primary production industry creates opportunities for other industries to prosper.

#### *5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.*

Greater Christchurch has significant tertiary education and research capability. This includes four tertiary institutes and several research institutes, including six of the seven Crown Research Institutes in Aotearoa New Zealand.

There are more than 25,000 tertiary students across the four tertiary campuses in Greater Christchurch. The majority of these institutions are located outside of the significant urban centres of Greater Christchurch, and may be impacted by urban growth. Improved public transport links to campuses will enhance integration with Greater Christchurch.

Tertiary and research institutes need to be provided for and protected as these institutions are providing the skilled workers of the future as well as key drivers creating and adopting innovations, and providing more sustainable ways for our communities and businesses to operate.

## Part 3 – Connecting people and places

### Opportunity 6: Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities

*A transformational shift in how people travel is needed to achieve major reductions in transport emissions. This is one of the biggest challenges facing Greater Christchurch and will require substantial improvements in its transport system. The Spatial Plan takes an integrated approach to strategic land use and transport planning to provide a pathway to achieving a more sustainable, accessible and equitable transport future.*

#### Context

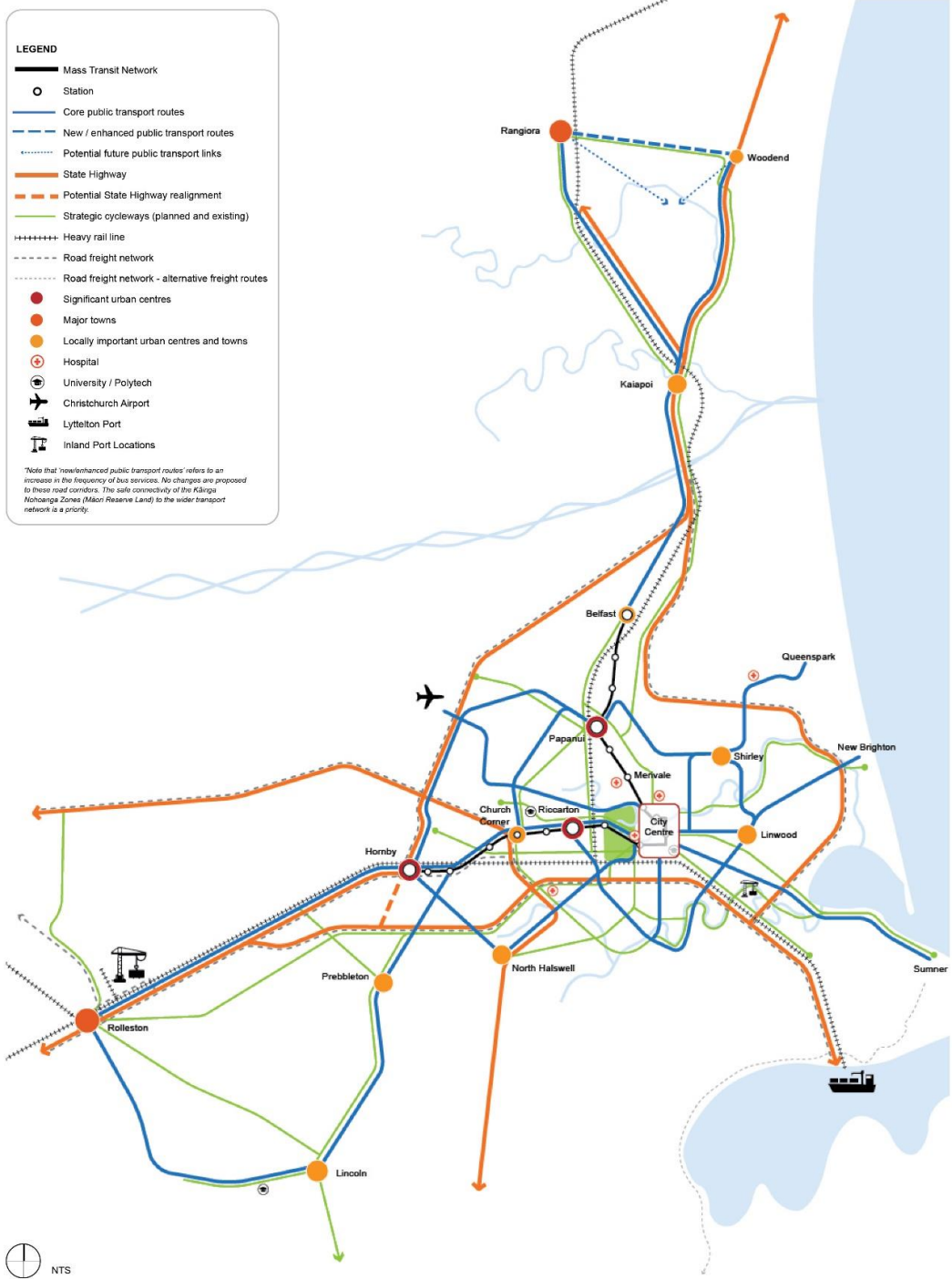
- There is a strong dependence on cars to travel in Greater Christchurch.
- Population growth will continue to increase the vehicle kilometres travelled by cars and other light vehicles based on current travel patterns. Substantial reductions in vehicle kilometres travelled by the light fleet is needed to achieve emissions reductions targets.
- Growth in vehicle kilometres travelled will also increase congestion, which has implications for health, safety, amenity, productivity and the environment.
- Shifting transport choices away from cars requires significant improvements to public and active transport, and measures to encourage people to change their travel behaviour; along with an urban form that supports people to take shorter trips to meet their daily needs and activities.
- The prosperous development of kāinga nohoanga on Māori Reserve Land requires significant improvements to levels of accessibility to surrounding transport networks and services.
- The volume of freight is forecast to continue to increase in the future, while the emissions from heavy transport needs to decrease to support reductions in transport emissions.
- The strategic road and rail networks are essential for moving goods into, out of and within the city region, and supporting it to be the primary logistics hub for Te Waipounamu / South Island.

#### Direction

- 6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micro mobility
- 6.2 Significantly improve public transport connections between key centres
- 6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga
- 6.4 Develop innovative measures to encourage people to change their travel behaviours
- 6.5 Protect the effective operation of the freight network



Map 15: Transport network



## Direction

### *6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micromobility*

A key component of the focus on targeted intensification is the creation of an urban form that supports and encourages as many trips as possible being made by active travel – walking, cycling and other modes of micro mobility (such as scooters). Achieving this requires not only an increase in density of development in centres, but also a commitment to urban design that prioritises active travel within and between communities – making it safe and convenient.

Some ways that active travel could be supported include ensuring good walking and cycling access within local communities and to local centres; extending the network of dedicated cycleways and cycle lanes to create a comprehensive network that connects key centres and destinations; creating low speed zones and limited access streets in residential areas; and rebalancing the use of roads and streets to reflect the functions of place and movement.

### *6.2 Significantly improve public transport connections between key centres*

Reducing the reliance on cars means encouraging people to use public transport more often. This requires significant improvements to public transport services to ensure they offer an attractive alternative to cars for a broader range of trips, particularly those less suited to active travel.

An important first step to improving Greater Christchurch’s public transport network is to accelerate the implementation of planned improvements to the existing bus network, as set out in the Greater Christchurch Public Transport Futures programme. This involves frequency improvements coupled with infrastructure investments that will support faster and more reliable journey times on core bus routes. These core routes provide connections to Christchurch’s Central City and other key centres where more intensive development is planned. The programme includes reallocation of road space on core routes to enable priority way for buses.

A key feature of the future public transport network in Greater Christchurch is the proposed mass rapid transit service that would offer a high frequency and capacity ‘turn-up-and-go’ service on the strategic growth corridors along Papanui Road and Riccarton Road, linking with the Central City. The delivery of this service would involve a phased implementation, starting initially between Papanui and Church Corner, then extending to Belfast and Hornby, and with improved connections to key towns in Selwyn and Waimakariri.

Higher density residential and commercial development within the walkable catchments of mass rapid transit stations would support a higher share of trips being made using public transport, which would in turn support frequency and capacity improvements.

### *6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga*

Planning and investing in improved accessibility to Māori Reserve Land by public and active modes of transport is necessary to support the prosperous development of kāinga nohoanga in Greater Christchurch. Delivering better connections to Māori Land, as well as supporting kāinga nohoanga within urban areas with improved accessibility, will involve a partnership approach between mana whenua, and councils and Waka Kotahi.

The development of Greater Christchurch’s transport network in the future must also not preclude or prevent the development of Māori Reserve Land as settlements to their fullest extent possible. This includes ensuring that Māori Land is not used or taken for public infrastructure required to service development on adjoining or proximate land.

#### *6.4 Develop innovative measures to encourage people to change their travel behaviours*

A significant change in travel behaviour needs to occur to meet the objective for a more sustainable, accessible and equitable transport system in Greater Christchurch. Achieving mode shift from cars to public and active modes of transport will be particularly important for reducing vehicle kilometres travelled by cars and other light vehicles, and contributing to emissions reduction targets.

The focus on targeted intensification in urban and town centres, and along public transport corridors, together with the proposed improvements to public and active modes of transport, will provide a strong platform for the shift away from cars. However, reducing the reliance on cars will also need to be supported by planning and investing in systemic changes in travel behaviours, recognising the massive shift that needs to occur largely within the next decade.

Some ways that effective travel demand management and behaviour change initiatives could be delivered include building awareness and understanding about the range of low emissions travel options through information and education initiatives; incentivising the use of public and active transport through appropriate pricing and promotions; managing car parking policies; and supporting central government investigations into future road pricing options.

#### *6.5 Protect the effective operation of the freight network*

As the main freight and logistics hub for Te Waipounamu / South Island, it is essential that the development of Greater Christchurch continues to support a well-functioning freight network. This means ensuring that the strategic road and rail connections to key freight and logistics hubs, including the Port of Lyttelton, Christchurch Airport and the inland ports at Rolleston and Woolston, are not compromised by development and uncontrolled growth in travel demands on the network.

This is likely to require steps in the future to prioritise the use of road space on strategic freight routes, primarily the state highways, and to direct housing development away from those routes to ensure that the amenity of residential areas are not compromised. In some cases, it may be necessary to consider relocating strategic freight routes to reduce the potential conflict with residential and commercial intensification.

Shifting freight from road to rail and coastal shipping will help to reduce emissions from freight, as well as reduce the pressure on the road network in Greater Christchurch.

In the longer term, the heavy rail corridor may provide some additional passenger service opportunities to complement and integrate with the MRT network proposed in this plan, once that new infrastructure is in place. It is acknowledged that this would require significant investment and would need to be done in a way that does not compromise the critical role this network plays in freight distribution.

## Implementation

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### Joint work programme

The partnership has developed a joint work programme comprising key actions and initiatives, and a selection of Priority Areas, that will help to implement the direction of the Spatial Plan. The work programme will also inform the investment decisions made by partners.

An indication of what each component of the joint work programme will entail is provided below, along with how they align with the six opportunities of the Spatial Plan.

The partnership will agree the scope and resources needed to deliver the joint work programme.

The Greater Christchurch Partnership Committee will receive biannual updates on the progress of the joint work programme.

The Spatial Plan is an enduring document, with the scope for new Priority Areas, key actions and initiatives, and tools being added to the joint work programme if they should arise in the future. The plan will be reviewed and updated (as needed) every five years. In accordance with the NPSUD 2020, the Future Development Strategy component of the plan will be reviewed and updated (as needed) every three years.

Action / Initiative	Purpose	Opportunity 1: Protect historic heritage and sites and areas of significance to Māori	Opportunity 2: Reduce risks from natural hazards and climate change	Opportunity 3: Protect, restore and enhance the natural environment	Opportunity 4: Support thriving communities with diverse and affordable housing	Opportunity 5: Provide space for businesses and the economy to prosper	Opportunity 6: Prioritise more sustainable modes of travel	Supporting Agencies	Timing
Greater Christchurch Transport Plan (including Mass Rapid Transit)	To plan and coordinate the development of an integrated transport system that will encourage mode shift, reduce vehicle kilometres travelled and transport emissions, and help shape the urban form.							Urban Growth Partners	Ongoing
Kāinga Nohoanga Strategy	To provide direction to partners on how to support and enable kāinga nohoanga on Māori Land and within urban areas.							Urban Growth Partners	Ongoing
Priority Areas	To enable aligned and coordinated action across multiple agencies to inform and prioritise investment to achieve change and growth that will not be delivered by the market on its own.							Urban Growth Partners, Relevant Crown Partners, Developer Sector	To be determined
Joint Housing Action Plan	To create a housing action plan that ensures the entire housing continuum is working effectively to provide quality, affordable housing choice and diversity.							Urban Growth Partners, Community Housing Providers, Developer Sector	Short term

Blue-Green Network Strategy (including Green Belt Concept)	To develop an integrated blue-green network strategy reflecting the blue-green network principles and environmental directions. This strategy will also include investigating options to establish a Green Belt Action Plan.							Urban Growth Partners	Medium term
Economic Development Plan	To create a comprehensive economic development plan that integrates and coordinates existing strategies and plans to realise the Spatial Plan's aspirations for economic prosperity.							Urban Growth Partners, Relevant Crown Partners, Economic Development Agencies, Canterbury Employers Chamber of Commerce, Tertiary Education Providers	Medium term
Statutory tools	To assess, propose and implement the suite of statutory tools that will give effect to the Spatial Plan, improve the feasibility of intensification, and enable delivery of the joint work programme.							Urban Growth Partners	Short term
Non-statutory tools	To assess, propose and implement the suite of non-statutory tools that will give effect to the Spatial Plan, improve the feasibility of intensification, and enable delivery of the joint work programme.							Urban Growth Partners	Medium term

**Key**

	Major contribution to the opportunity
	Moderate contribution to the opportunity
	Minor contribution to the opportunity

## Tools

Tools that enable the Spatial Plan to deliver on its directions can either be statutory or non-statutory. Previous growth plans and strategies have predominantly focused on statutory tools, which have been implemented by councils. The partnership believes a more flexible approach comprising a mix of statutory and non-statutory tools will be more effective in delivering on the outcomes sought by the plan.

The joint work programme will consider a broad range of both statutory and non-statutory tools to be used for selection by the partnership. The responsibility for implementing these tools will reside with the partner that has the authority or is best suited to deliver the tool.

## Partnerships

The partnership is committed to showing visible leadership and using a collaborative approach to address the issues identified for Greater Christchurch. Although implementation of the Spatial Plan will principally be the domain of councils, mana whenua and government agencies, the private sector, third sector and community also have a key role to play in ensuring the shared vision for the future is realised.

Coordinated action with infrastructure providers and the development sector will be of particular importance to enabling the type and scale of development needed to achieve the desired pattern of growth. It will be crucial that investments are aligned with the planned direction set out in the Spatial Plan, which will require strong working relationships between councils, infrastructure providers, developers and the property sector.

## Monitoring

The partnership will establish an implementation plan and mechanisms to monitor progress in achieving the opportunities, directions and key moves set out in the Spatial Plan, and for reporting on progress of the joint work programme. The progress made on the work programme will be reported bi-annually to the Greater Christchurch Partnership Committee. The partnership must also undertake monitoring as required by the National Policy Statement on Urban Development which will inform future development capacity assessments.

The Spatial Plan will be reviewed every five years, incorporating the latest release of census information from Stats NZ. This will ensure that future iterations of the plan can respond to changing demographic, social, economic and cultural factors. In accordance with the NPSUD 2020, the Future Development Strategy component of the plan will be reviewed every three years following the preparation of the latest Housing and Business Development Capacity Assessment.

The joint work programme should be reviewed and updated every three years to coincide with council's long term planning processes to ensure the partnership prioritises and adequately resources the delivery of the Spatial Plan (and its future iterations).

# Greater Christchurch Spatial Plan

Hearing Panel - Clean Version



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## Key terms

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### **BLUE-GREEN NETWORK**

A blue-green network is a series of spaces and corridors that follow and connect water bodies, parks, green areas and the coast. Blue elements include rivers, streams, storm water drains and basins, wetlands, freshwater, and coastal water; while green elements include trees, parks, forests, reserves and greenways.

### **CENTRE**

A centre is a location that is a focal point for economic, social, community and civic activity. This plan refers to four different types of centres – being significant urban centres, major towns, locally important urban centres and towns, and key business areas – reflecting the expected scale and mix of activities and buildings.

### **DENSITY**

Density refers to the number of houses or dwellings within a certain area. The higher the number of dwellings per hectare, the higher the density. This plan refers to low, medium and high density. Low density generally describes an area with predominately detached dwellings on sections greater than 300m<sup>2</sup>. Medium density describes areas where attached dwellings are more prevalent, such as semi-detached or duplex dwellings, terraced housing, or low-rise apartments. In high density areas, multi-story buildings are prevalent.

### **DEVELOPMENT CAPACITY**

Development capacity means the capacity of land to be developed for housing or for business use; based on the zoning, objectives, policies, rules and overlays that apply in the relevant proposed and operative Resource Management Act planning documents, and the provision of adequate development infrastructure to support the development of land for housing or business use.

### **GREATER CHRISTCHURCH**

Greater Christchurch is described in detail in the Greater Christchurch Spatial Plan, however it is generally understood as the area covering the eastern parts of Waimakariri and Selwyn Districts Councils and the metropolitan area of Christchurch City Council, including the Lyttelton Harbour Basin. It includes the towns of Rangiora, Kaiapoi and Woodend/Pegasus to the north and Rolleston, Lincoln and West Melton to the south-west. The extent of Greater Christchurch is shown on Map 2 of the Greater Christchurch Spatial Plan.

### **GREEN BELT**

A green belt is a planning tool used to maintain areas of green space around urban areas, often acting as a transition between urban and rural areas.

### **KĀINGA NOHOANGA**

Kāinga nohoanga is a form of settlement or land development for members of hapū or whānau providing residential accommodation. It may also include accommodation for visitors and short term residents with associated communal buildings and facilities; as well as social activities and facilities, commercial activities, and cultural facilities and activities.

### **MASS RAPID TRANSIT**

Rapid transit is a step up from conventional public transport, being a quicker, more frequent and reliable, higher-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic. It was also being mentioned as ‘turn-up-and-go’ service.

### **MIXED-USE**

Mixed-use refers to the variety of activities permitted by planning regulations to occur either within a location (such as within a town centre) or on a site. Mixed-use planning regulations permit a variety of residential, commercial or community activities to occur, rather than restricting activities to a single use, such as residential only.

### **MODES OF TRANSPORT AND MODE SHIFT**

Transport modes refers to the different ways or types of vehicles people use to get from A to B. In this plan, the different modes of transport referred to include public transport (such as bus services), active transport (such as cycling and walking) and private vehicles (such as cars). Mode shift means growing the share of travel by public transport, cycling and walking.

### **NGĀ WAI**

Ngā Wai encompasses water bodies and their margins, and include ngā awa (rivers), ngā roto (lakes), ngā hāpua (coastal lagoons), ngā repo (wetlands) and ngā puna (springs).

### **PRIORITY AREAS**

Priority Areas are areas that the partnership wishes to focus coordinated effort at a given time. They are a key tool as part of the Urban Growth Agenda framework that provides a mechanism for coordinated and aligned action across multiple agencies; to inform, prioritise and unlock investment, and drive collective accountability.

It is important to note that if an area is not a ‘Priority Area’ through this process, it does not mean that it may not become one at a later date. The list of Priority Areas can change and be re-prioritised as challenges and opportunities change or evolve. It also does not mean that development, partnership and investment in areas outside of a Priority Area cannot occur. The currently identified Priority Areas are set out in Table 1.

### **SOCIAL INFRASTRUCTURE**

Social infrastructure includes parks and open spaces, community facilities, schools and health facilities. In this plan, the term infrastructure includes social infrastructure, unless specified otherwise.

### **TARGETED INTENSIFICATION**

Targeted intensification refers to accommodating housing and business growth through greater intensification around key urban and town centres, and along public transport corridors.

### **URBAN FORM**

The urban form is the physical shape and land use patterns of towns and cities. It refers to housing types, street types, how they sit in the environment and their layout. It includes the location, density and design of homes, workplaces, schools, parks and other community facilities, as well as the transport networks that connect them.

**WĀHI TAONGA**

Wāhi Taonga are treasured places that have high intrinsic value, and are valued for their capacity to shape and sustain the quality of life. Access to these areas is important to Ngāi Tahu identity.

**WĀHI TAPU**

Wāhi Tapu are sites and places that are culturally and spiritually significant to the history and identity of mana whenua. Wāhi Tapu sites are to be protected according to tikanga and kawa to ensure the sacred nature of those sites is respected.

**WELL-FUNCTIONING URBAN ENVIRONMENTS**

The National Policy Statement on Urban Development requires planning decisions to contribute to well-functioning urban environments. A definition of well-functioning urban environments is provided in the *Delivering on national direction* section of this plan.

## Introduction

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Over the past 15 years, Greater Christchurch has grown rapidly to a population of around half a million. By 2050, up to 700,000 people could be living in Greater Christchurch – 40% more than there are today, with the population potentially doubling to 1 million people in the future. It's important to plan for how growth this significant will be accommodated, while also looking after the environment and responding to climate change.

In 2022, the Greater Christchurch Partnership and the Crown established an Urban Growth Partnership for Greater Christchurch – the Whakawhanake Kāinga Komiti. This partnership of central government, local government and mana whenua is focused on shared objectives related to affordable housing, emissions reduction, and creating liveable and resilient urban areas.

The first priority of the partnership is to prepare the Greater Christchurch Spatial Plan.

The Draft Spatial Plan sets out the partners' shared vision for the future of Greater Christchurch. It is a plan for action, for starting now to make the transformational shifts needed to secure the future of Greater Christchurch. This includes a clear pathway for how the city region will create prosperous and well-functioning urban environments, and build greater resilience in the context of the changing environment. It sets out what the priorities are and what needs to happen to achieve them.

Its overarching directions include a focus on targeted intensification in centres and along public transport corridors, along with the prosperous development of kāinga nohoanga on Māori Land and within urban areas.

The direction set out in the plan is supported by commitments across central government, local government and mana whenua to partner and invest in shared priorities for Greater Christchurch, to ensure the city region remains a great place to live for all. The implementation of the plan will form the ongoing work programme of the partnership.

### Acknowledging Te Tiriti and Rangatiratanga

The contemporary relationship between Ngāi Tahu whānui and the Crown is defined by three core documents: Te Tiriti o Waitangi, the Ngāi Tahu Deed of Settlement 1997 and the Ngāi Tahu Claims Settlement Act 1998.

Papatipu Rūnanga expect that the partners will honour Te Tiriti o Waitangi and the principles upon which it is founded, including principles of Partnership and recognition of their rangatiratanga status.

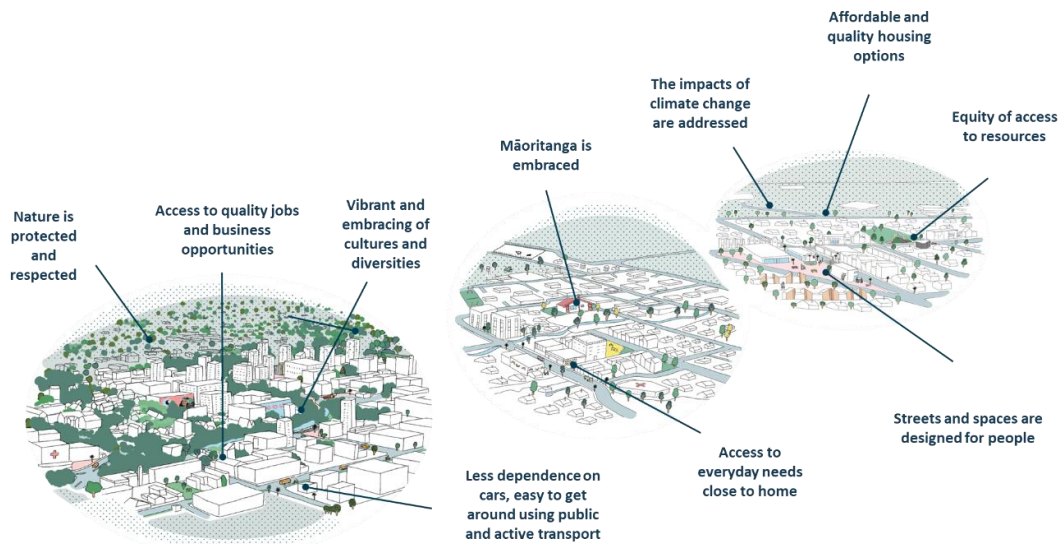
In making its apology in 1998, the Crown acknowledged that Ngāi Tahu holds rangatiratanga within the Ngāi Tahu takiwā. Further, the Te Rūnanga o Ngāi Tahu Declaration of Membership Order 2001 establishes individual Papatipu Rūnanga as the entities with responsibility for resources and the protection of tribal interests within their respective takiwā.

These documents and matters have informed the nature and manner of engagement and collaboration between the Papatipu Rūnanga and the partners involved in the development of this Spatial Plan, and the commitments made to actively support and assist mana whenua fulfil their priorities.

## The aspirations for Greater Christchurch – a place to live well

The Spatial Plan seeks to deliver on the community aspirations for Greater Christchurch – where the interrelationship between people and nature underpins a focus on intergenerational wellbeing, and positions Greater Christchurch to be a place that supports the wellbeing of generations still to come.

**Figure 1: Community aspirations for Greater Christchurch in 2050**



## The Greater Christchurch area

Greater Christchurch is found at the meeting point of the Canterbury Plains, the Pacific Ocean, and the volcanic remnants of Whakaraupō / Lyttelton and Te Pātaka a Rākaihautū / Banks Peninsula.

It extends from Rangiora in the north to Lincoln in the south, and from Rolleston in the west to Sumner in the east. It includes the flat lands and Port Hill areas of Ōtautahi Christchurch, and the surrounding towns and rural areas. Its landscape is dominated by rivers, lakes, estuaries, coastal lagoons, wetlands and springs.

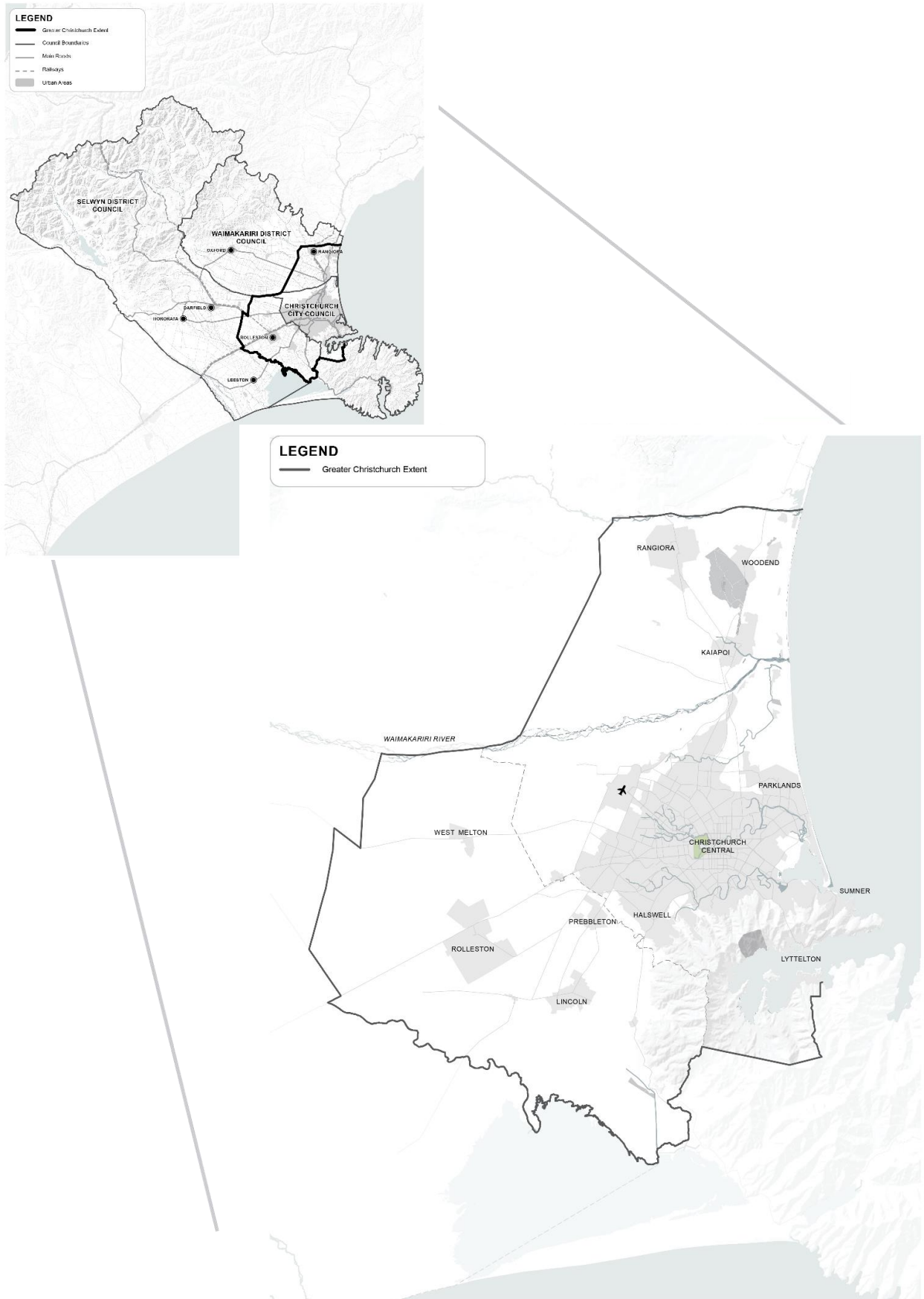
Greater Christchurch includes parts of three territorial authorities: Christchurch City, Selwyn District and Waimakariri District. It is also part of a cultural landscape that holds significant historic and contemporary cultural importance for Ngāi Tahu whānui.

Greater Christchurch traverses the takiwā of three Papatipu Rūnanga: Te Ngāi Tūāhuriri, Taumutu and Te Hapū o Ngāti Wheke (Rāpaki), with the marae of Te Ngāi Tūāhuriri and Te Hapū o Ngāti Wheke being located within the Greater Christchurch area. The marae associated with each of the Papatipu Rūnanga are the beating hearts of tribal identity and centres for cultural, social and economic activities.

Greater Christchurch sits within and has deep connections with the wider Waitaha / Canterbury region.

The geographic extent of Greater Christchurch is shown in *Map 1*.

Map 1: The geographic area of Greater Christchurch





## Context

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### How Greater Christchurch has grown

The Greater Christchurch area has been inhabited by Māori for settlement, resource gathering and exercising of cultural practices for more than 1,200 years. The earliest peoples in the area were the Waitaha, who were succeeded by Ngāti Mamoe. Ngāti Mamoe were followed soon after by hapū who came to be known as Ngāi Tahu.

The coastline of Te tai o Mahaanui acted as an important route for trade and travel, while the water bodies and forests in the area provided a rich source of mahinga kai.

The abundance of resources in the area attracted European settlers from the 1800s. Christchurch became a centre for provincial government, as well as the market, logistics, services and education hub for the surrounding region. Farming was the city's first industry, reflecting the pre-eminence of the Waitaha / Canterbury region as a farming province.

The way that Christchurch and the towns in Selwyn and Waimakariri have grown over time has been enabled by the availability of flat land on the Canterbury Plains that is relatively easy to subdivide and service. The increased ownership of the private car during the middle of the 20<sup>th</sup> century also enabled the urban area to develop beyond the inner city and along tram lines, to the suburbs and surrounding towns. The reliance on the car for travel has since become ingrained in the fabric of Greater Christchurch.

In 2010 and 2011, a series of earthquakes caused widespread damage to Greater Christchurch. It resulted in the permanent displacement of whole neighbourhoods in the eastern areas of Christchurch and in Kaiapoi, and demolition of many buildings in Christchurch's Central City. This included demolition of a significant number of Heritage Listed buildings. This led to a substantial shift of households and businesses to the western areas of Christchurch and towns in Selwyn and Waimakariri.

The private and public sectors have made considerable investments since. The Central City in particular has benefitted from modern infrastructure, new civic assets, urban realm improvements, and large residential and commercial developments. The rebuild of the Central City has been the most ambitious urban renewal project in Aotearoa New Zealand's history and is once again a place that is attractive to people and businesses.

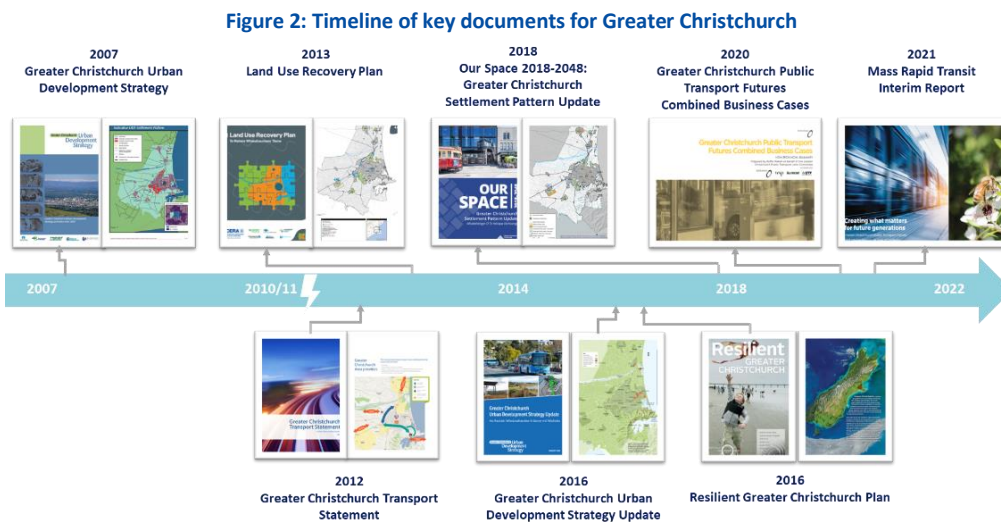
Greater Christchurch's population of around half a million people, represents more than 80 percent of the Waitaha / Canterbury population and almost half of the Te Waipounamu / South Island population. Strong population growth in Greater Christchurch over recent years reflects its highly valued lifestyle, including the easy access to green spaces and the outdoors, the sense of community, the relative affordability of living, and the growing vibrancy. It's also benefitted from immigration, which has created a rich and diverse population.

Greater Christchurch has developed into the primary economic hub and commercial centre for the Waitaha / Canterbury region and Te Waipounamu / South Island, supporting a number of nationally important economic assets. This includes a large business sector, four tertiary institutions, a number of research institutions, an international airport, a sea port and two inland ports.

## Planning and policy context

### Building on previous growth strategies

The first strategic growth strategy developed for Greater Christchurch was the Greater Christchurch Urban Development Strategy in 2007 (which was updated in 2016). The collaborative work of the Greater Christchurch Partnership since has been guided by this strategy, including the planning undertaken to accommodate the large number of households and businesses displaced after the earthquakes in 2010 and 2011.

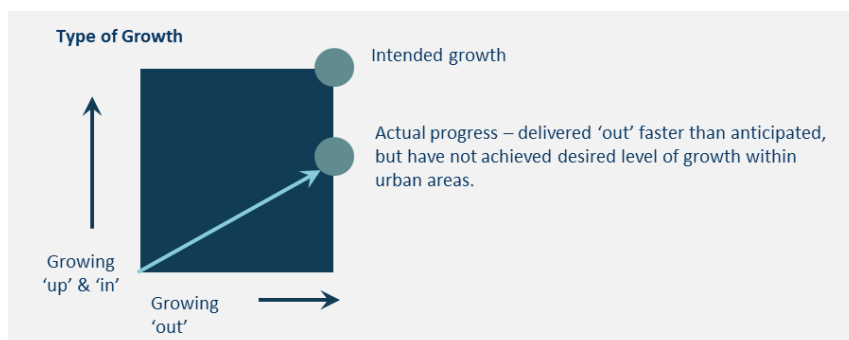


This Spatial Plan builds on and replaces the previous plans and strategies developed for Greater Christchurch, but does not seek a fundamental change from their strategic direction.

It provides an up-to-date look at how Greater Christchurch has evolved over recent years, and the strategic opportunities and challenges for taking the city region forward.

It recognises that Greater Christchurch has seen growth through the expansion of urban areas happen faster than anticipated and growth through intensification of urban areas not achieve anticipated levels. This was a by-product of the earthquakes and an acknowledged divergence from the planned growth direction.

**Figure 3: Intended versus actual pattern of growth**

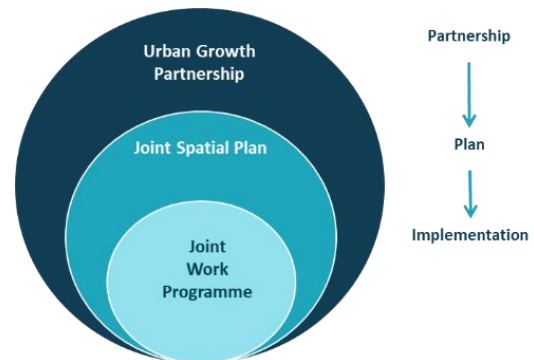


## Delivering on national direction

The Spatial Plan has been prepared under the Urban Growth Agenda – a central government programme to improve coordination between central government, local government and mana whenua in high growth urban areas.

The Spatial Plan is the first priority of the Urban Growth Partnership for Greater Christchurch – the Whakawhanake Kāinga Komiti. The Komiti’s priorities strongly align with the objectives of the Urban Growth Agenda and wider national direction, and reflects the issues facing Greater Christchurch.

Figure 4: Components of the Urban Growth Partnerships programme



## Whakawhanake Kāinga Komiti’s priorities

Create a well-functioning and sustainable urban environment. Priority will be given to:

- Decarbonising the transport system
- Increasing resilience to natural hazards and the effects of climate change
- Accelerating the provision of quality, affordable housing
- Improving access to employment, education and services.

The Spatial Plan satisfies the requirements of a future development strategy under the National Policy Statement on Urban Development. This includes setting out how well-functioning urban environments will be achieved, and how sufficient housing and business development capacity will be provided to meet expected demand over the next 30 years.

Relevant national policy that has informed the Spatial Plan includes the Government Policy Statement on Housing and Urban Development, Government Policy Statement on Land Transport, the Emissions Reduction Plan, and every national policy statements under the Resource Management Act 1991.

What this national direction requires of the Spatial Plan is summarised below.

### **Well-functioning urban environments**

Contribute to well-functioning urban environments, which at a minimum:

- Have or enable a variety of homes that meet the needs, in terms of type, price and location, of different households; and
- Have or enable a variety of homes that enable Māori to express their cultural traditions and norms; and
- Have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and
- Have good accessibility for all people between housing, jobs, community services, natural spaces and open spaces, including by way of public or active transport; and
- Support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and
- Support reductions in greenhouse gas emissions; and
- Are resilient to the likely current and future effects of climate change.

### **A low emissions future**

Plan for an urban form and transport system that substantially reduces greenhouse gas emissions, including supporting a transformational shift in transport choices.

### **A healthy natural environment**

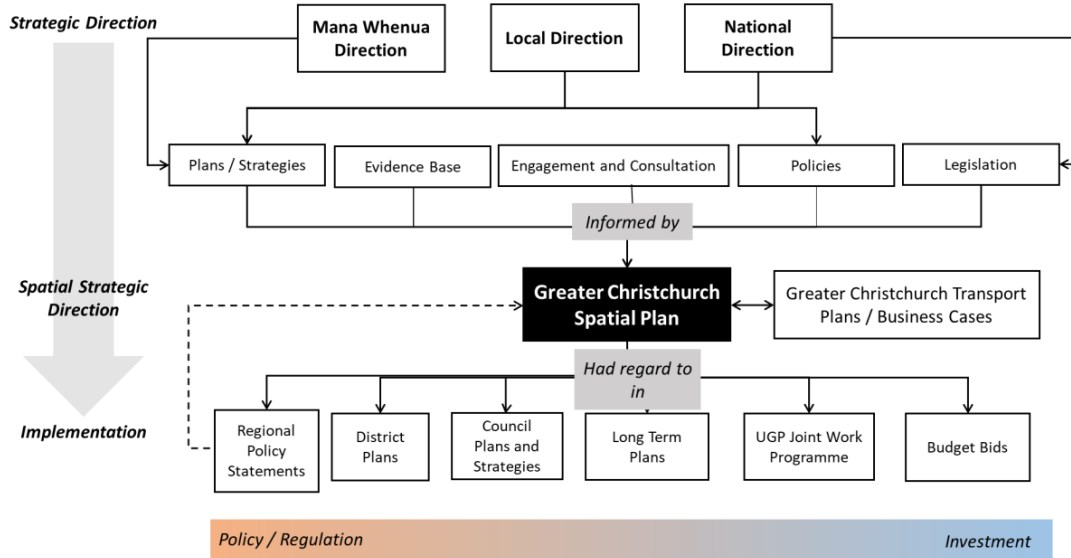
Protect highly productive land for food and fibre production, manage water bodies in a way that gives effect to Te Mana o te Wai, and conserve the natural environment for the benefit of future generations.

## Aligning with local and regional planning processes

The Greater Christchurch councils are also progressing their own local and regional planning processes. Many of these have informed the Spatial Plan and some will help implement the direction of the plan.

**Figure 5: Planning context for the Spatial Plan**

**Figure 5**



Related planning processes currently underway:

- Councils are implementing the Medium Density Residential Standards from the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act. Christchurch City Council notified changes to its District Plan in March 2023. Selwyn and Waimakariri District Councils have incorporated changes into their district plan reviews as variations, with decisions expected mid-2023 for Selwyn and the last quarter of 2024 for Waimakariri.
- Selwyn and Waimakariri District Councils are reviewing their district plans. For Selwyn, hearings are underway with decisions expected mid-2023. For Waimakariri, hearings will run from May 2023 to May 2024 with decisions expected late-2024.
- Canterbury Regional Council is reviewing the regional planning framework for Canterbury. A new Regional Policy Statement is expected to be notified at the end of 2024. This process seeks to align the regional planning framework with national direction such as the National Policy Statement for Freshwater Management 2020, including Te Mana o te Wai. It also includes a review of the noise contours relating to Christchurch International Airport, mapping of highly productive land, and development of significance criteria for new greenfield areas. This review will also continue to consider, and direct, how to manage urban growth in balance with activities that occur in the rural environment.
- The Christchurch City Council is undertaking a Coastal Hazards Adaptation Framework with its coastal communities to create adaptive pathways to respond to coastal hazard risks. It is anticipated that this work will inform future changes to the District Plan. The Selwyn and Waimakariri District Councils are currently in the early phase of their coastal hazard adaptation work. All three councils, along with Environment Canterbury, other territorial authorities in Waitaha Canterbury and papatipu rūnanga, have been involved in the Canterbury Climate Risk Assessment published in early 2022 through the

Canterbury Mayoral Forum. It is also anticipated that a signalled new law ‘the Climate Adaptation Act’ will assist in responding to complex legal and technical issues associated with coastal hazard risks if and when it is enacted by the Government.

### Mahaanui Iwi Management Plan

The Mahaanui Iwi Management Plan is an expression of kaitiakitanga and rangatiratanga from the six Papatipu Rūnanga with mana whenua rights over the lands and waters within the takiwā from the Hurunui River to the Hakatere River, and inland to Kā Tirititi o Te Moana – an area that encompasses Greater Christchurch. It is first and foremost a planning document intended to assist Papatipu Rūnanga participate in all aspects of natural and environmental management. It provides a comprehensive suite of objectives and policies that identify values, priorities and processes that should be followed in the restoration and protection of the natural environment, as well as the planning and development of urban areas. It has been a key background document to inform the development of the Spatial Plan.

## Looking to the future

Greater Christchurch is well placed for much greater population and economic growth.

The latest projections from Stats NZ indicate Greater Christchurch's population could grow from a population of approximately half a million to around 700,000 by 2051.

If Greater Christchurch was to grow at the rate seen over the last 15 years, then it could reach a population of 700,000 within the next 30 years and in time one million, doubling the size of today's population.

This growing population will become more ethnically diverse, with people identifying as Māori, Pacifica and Asian forming a larger share of the young people and working-age population. As the population ages and becomes more diverse, it's critical that a range of housing types and models of community living are provided so people can stay in their communities through different stages of their lives, and live with their whānau and friends.

Recent investments in infrastructure, buildings, assets and communities provides the opportunity to attract more people, business and investment to the city region. This is critical to the future of Christchurch's Central City, which remains economically vulnerable. About 40,000 people now work in the Central City, which is below pre-earthquake levels and is particularly low compared with the 115,000 people working in the central business districts of Auckland and Wellington.

Moving to a net zero emissions future, along with building the capacity of communities and ecosystems to adapt to the impacts of climate change, will be major challenges over the coming decades.

### Mana whenua priorities and expectations

The Spatial Plan needs to reflect the values of mana whenua and give effect to their priorities and expectations. In summary, these expectations are that the Spatial Plan:

- Supports kāinga nohoanga on Māori Land, supported by infrastructure and improved accessibility
- Supports kāinga nohoanga within urban areas
- Protects Wāhi Tapu, Wāhi Taonga and Ngā Wai.

For mana whenua's priorities regarding the environment, refer to *Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people.*

## The spatial strategy

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Greater Christchurch has grown and changed throughout its history, and will continue to do so into the future. It is essential that the city region develops in a way that provides the best economic, social, cultural and environmental outcomes for its people and places, both for present generations and those still to come.

Six opportunities have been identified for how the Spatial Plan can help close the gap between the current and desired future states for Greater Christchurch, together with a number of directions that will guide the work of the partnership and individual partners to address these opportunities. Two overarching directions particularly shape the desired pattern of growth.

Five key moves have also been identified that will be fundamental to realising the transformational shifts required to achieve the desired future and support inter-generational wellbeing.

Together, these opportunities, directions and key moves make up the spatial strategy for Greater Christchurch. There is no hierarchy between the opportunities, directions and key moves, as all will be collectively required to deliver the desired future state. A visual representation of the strategy is provided in *Map 2*.

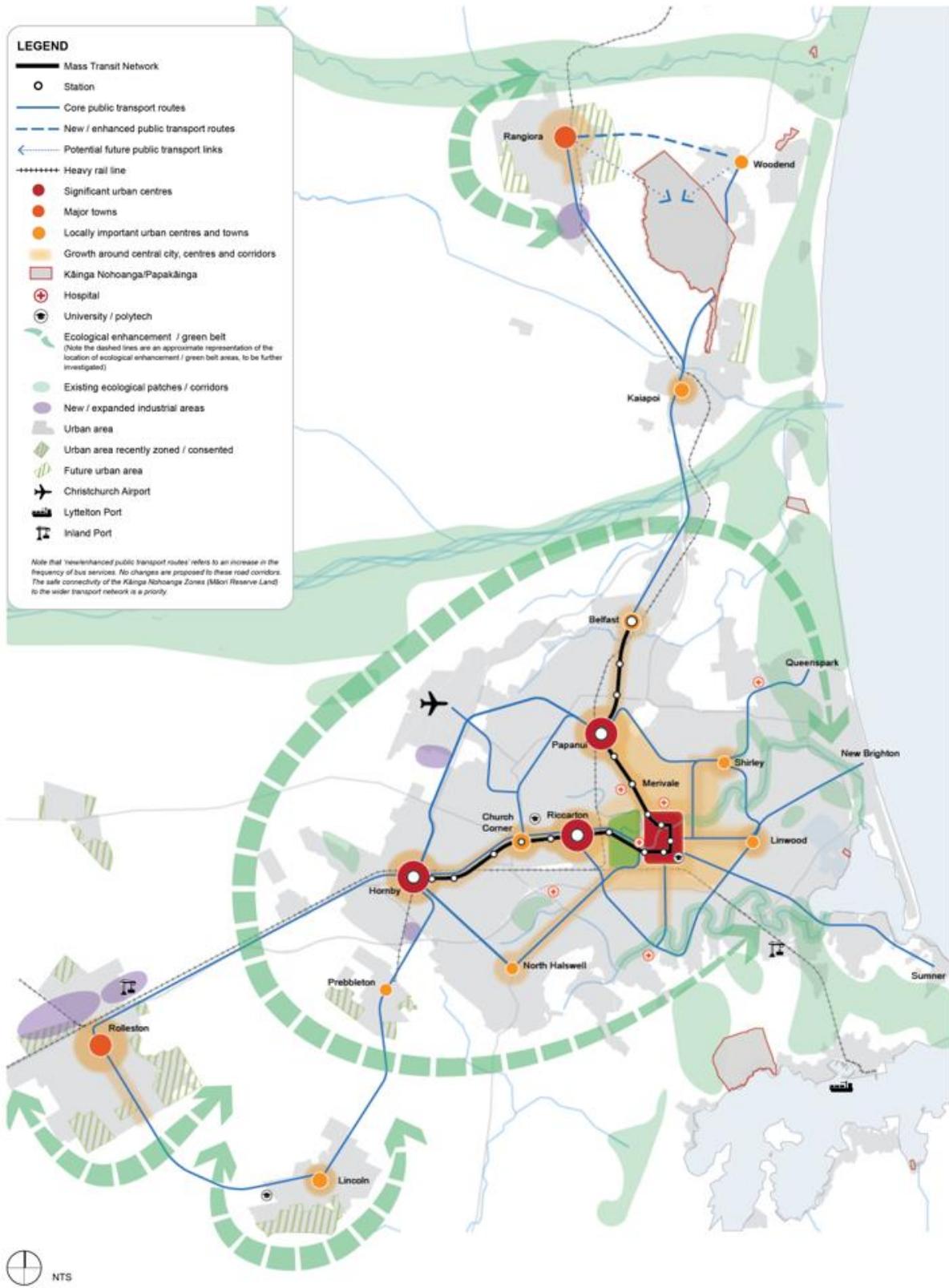


<b>Opportunities</b>	<p><b>#1</b></p> <p>Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people’s physical and spiritual connection to these places</p>	<p><b>#2</b></p> <p>Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change</p>	<p><b>#3</b></p> <p>Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people</p>	<p><b>#4</b></p> <p>Enable diverse, quality, and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs</p>	<p><b>#5</b></p> <p>Provide space for businesses and the economy to prosper in a low carbon future</p>	<p><b>#6</b></p> <p>Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</p>
<b>Overarching Directions</b>	<p style="text-align: center;"><b>Focus growth through targeted intensification in urban and town centres and along public transport corridors</b></p> <p style="text-align: center;"><b>Enable the prosperous development of kāinga nohoanga on Māori Land and within urban areas</b></p>					
<b>Directions</b>	<p>1.1 Protect Wāhi Tapu from urban development</p> <p>1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai</p> <p>1.3 Protect, recognise, and restore historic heritage</p>	<p>2.1 Focus and incentivise growth in areas free from significant risks from natural hazards</p> <p>2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards</p>	<p>3.1 Protect areas with significant natural values</p> <p>3.2 Prioritise the health and wellbeing of water bodies</p> <p>3.3 Enhance and expand the network of green spaces</p> <p>3.4 Protect highly productive land for food production</p> <p>3.5 Explore the opportunity of a green belt around urban areas</p>	<p>4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas</p> <p>4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand</p> <p>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</p> <p>4.4 Provide housing choice and affordability</p> <p>4.5 Deliver thriving neighbourhoods with quality developments, quality housing and supporting infrastructure</p>	<p>5.1 At least sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network</p> <p>5.2 A well connected centres network that strengthens Greater Christchurch’s economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services</p> <p>5.3 Provision of strategic infrastructure that is resilient, efficient, integrated and meets the needs of a modern society and economy</p> <p>5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy</p> <p>5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.</p>	<p>6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micro mobility</p> <p>6.2 Significantly improve public transport connections between key centres</p> <p>6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga</p> <p>6.4 Develop innovative measures to encourage people to change their travel behaviours</p> <p>6.5 Maintain and protect connected freight network</p>
<p>Note: The numbering of Opportunities and Directions does not indicate a hierarchy between these and is used only to assist with navigation of this plan.</p>						

**Key moves**



Map 2: The Greater Christchurch spatial strategy (1 million people)



## Overarching directions

### Focus growth through targeted intensification in urban and town centres and along public transport corridors

The desired pattern of growth in Greater Christchurch that best delivers on the six opportunities is to focus household and business growth through greater intensification in urban and town centres, and along public transport corridors. Concentrating growth in this way has many benefits:

- Reduces urban expansion over Wāhi Tapu and Wāhi Taonga.
- Provides opportunities to restore and enhance the natural environment.
- Has the least impact on highly productive soils and most likely to deliver positive outcomes for air quality and water use.
- Is more likely to achieve policy directives for integrated planning (land and water).
- Provides a better opportunity to mitigate risks associated with natural hazards.
- Provides the best opportunity to achieve higher density housing consistent with trends showing an increased demand for smaller homes.
- Provides the best accessibility and would support lower vehicle kilometres travelled and greenhouse gas emissions from transport.
- Provides the best opportunities for economic agglomeration and achieves more efficient and effective use of land and resources.
- Provides economies of scale to fund delivery.

### Enable the prosperous development of kāinga nohoanga on Māori Land and within urban areas

The prosperous development of kāinga nohoanga is fundamental to the future of Greater Christchurch. The Spatial Plan sets out the commitment of partners to deliver on mana whenua's priorities and expectations in regard to kāinga nohoanga. This includes enabling the development of kāinga nohoanga on Māori Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas to enable mana whenua to provide for their customs and wellbeing. Prosperous kāinga nohoanga is essential to achieving well-functioning urban environments.

## Key moves

### The prosperous development of kāinga nohoanga

#### On Māori Reserve Land

In 1848, the Crown acquired some 20 million acres of land from Ngāi Tahu through the Canterbury Deed of Purchase. The terms agreed as part of the land purchase included the setting aside of kāinga nohoanga (translated as places of residence) as self-governing reserves.

With each reserve came the rights to mahinga kai; to develop land (including subdivision) and community facilities; to develop a sustainable and growing economic base to sustain future generations; and an enduring timeframe – meaning that the reserves would belong to the people and their descendants without impediment for all of the future.

Within Greater Christchurch, Māori Reserve Land is located at:

- MR875, Rāpaki (zoned Papakāinga/Kāinga Nohoanga)
- Tuahiwi MR873 (proposed to be zoned Special Purpose Kāinga Nohoanga)
- Kaiapoi Pā (proposed to be zoned Special Purpose Kāinga Nohoanga)
- Pūharakekehenui MR892 (zoned Rural)
- MR959 east side of Te Waihora (zoned Rural)

The Crown's agreement to the development and governance of the reserves has never been fulfilled.

Multiple statutes have removed these rights, including successive planning statutes from the Town and Country Planning Act 1953 to the Resource Management Act 1991. Through this legislation, Māori Reserves have been zoned as Rural – preventing subdivision, housing, social infrastructure, educational facilities and the development of prosperous economic activities. This has impacted the prosperity and wellbeing of mana whenua.

Since 2015, there have been changes made to the Christchurch District Plan and the Proposed Waimakariri and Selwyn District Plans to remove zoning impediments to the development of Māori Reserves. While these changes have gone some way to providing for development of Māori Land, further changes are needed to remove residual impediments.

Further, strategic planning has failed to recognise kāinga nohoanga as it does not fit the western paradigm of residential, commercial, industrial and rural activities. Accordingly, Māori Land has never been identified as a future or priority development area towards which investment should be directed.

The changes that have been made to district plans have not, in all cases, been supported with investment for infrastructure. This largely reflects that councils are geared towards the development of staged residential subdivisions, leaving tikanga and the inter-generational development of Māori Land and kāinga nohoanga to fall outside operational processes, and to later and unknown commitments and delivery.

In particular, infrastructure has become a significant barrier to the development of Māori Land within MR873 at Tuahiwi. It is also noted that MR892 and MR959 should be rezoned for Kāinga Nohoanga purposes.

Partnership and work between mana whenua and councils is needed to remove residual planning barriers to the development of Māori Land in the Papakāinga / Kāinga Nohoanga Zone in the Christchurch District Plan and the proposed Special Purpose (Kāinga Nohoanga) Zone in Waimakariri. Infrastructure is also required to service Māori Land within the full extents of the original Māori Reserves, with a specific focus on MR873 at Tuahiwi. This investment includes improved accessibility via public and active modes of transport.

**Within urban areas**

Many Māori live within Greater Christchurch's urban area where housing is typically provided through general residential, medium and high density zoning – none of which contemplate or appropriately provide for kāinga nohoanga as a housing outcome. Consequently, the cultural needs of Māori have been overlooked.

The National Policy Statement on Urban Development requires that a well-functioning urban environment has, or enables, a variety of homes, and that this includes homes that enable Māori to express their cultural traditions and norms. Similarly, the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act allows amendments to district plans to enable papakāinga. This is not limited to specific geographic areas, such as Māori Reserves, or any particular urban zoning. This necessitates dispensing with those policies that previously limited cultural housing initiatives to Māori Reserves.

Partnership and work between mana whenua and councils is also needed to create a planning framework that will enable kāinga nohoanga within the urban areas of Greater Christchurch.

## A strengthened network of urban and town centres

There is a network of urban and town centres across Greater Christchurch. They vary by the populations they serve, the range of activities and services they provide, and their level of accessibility by public transport.

Defining the role and function of these centres helps to plan their ongoing development as focal points for their communities, and in some cases, as the focus for significant growth in the future.

Centre	Purpose	Locations
<b>Significant urban centres</b>	Focusing employment and service functions in a small number of integrated, significant employment centres and major towns to improve the productivity and growth of economic activity, attract additional business investment, support a vibrant and viable Central City, and better leverage and integrate economic assets.	<ul style="list-style-type: none"> <li>• Central City (primary centre)</li> <li>• Riccarton corridor</li> <li>• Hornby</li> <li>• Papanui / Merivale corridor</li> <li>• Papanui</li> </ul>
<b>Major towns</b>		<ul style="list-style-type: none"> <li>• Rolleston</li> <li>• Rangiora</li> </ul>
<b>Locally important urban centres and towns</b>	Supporting greater intensification of people, services and employment to provide better co-location of people with amenities and employment, and provide better connections through public and active modes of transport.	<ul style="list-style-type: none"> <li>• Shirley</li> <li>• Linwood</li> <li>• North Halswell</li> <li>• Belfast / Northwood</li> <li>• Lincoln</li> <li>• Prebbleton</li> <li>• Kaiapoi</li> <li>• Ravenswood / Pegasus / Woodend</li> <li>• Key towns outside Greater Christchurch (including Darfield, Leeston, Oxford)</li> <li>• Corridors around other high-frequency public transport routes</li> </ul>
<b>Key business areas</b>	Providing space for industrial activity and employment primarily; with freight accessibility, as well as accessibility for workers via public and active modes of transport, being important.	<ul style="list-style-type: none"> <li>• Christchurch Airport / Russley</li> <li>• South of the Central City</li> <li>• Southern industrial spine (including iZone)</li> <li>• Port of Lyttelton</li> <li>• Other business areas</li> </ul>

The significant urban centres in Christchurch, and the major towns in Selwyn and Waimakariri, will have an important role to play in accommodating higher levels of growth in the future.

<p><b>Central City</b></p>	<p>The Central City will remain the primary centre for Greater Christchurch.</p> <p>The Central City is currently underperforming economically, which undermines its vibrancy and long term viability; limits economic concentration; and reduces the attractiveness of Greater Christchurch to business, tourism and talent. The opportunity is to strengthen the form and function of the Central City by:</p> <ul style="list-style-type: none"> <li>• Maintaining and supporting its primacy as the main leisure, tourism, economic and transport hub of Greater Christchurch</li> <li>• Incentivising, enabling and supporting it as a focal point for: <ul style="list-style-type: none"> <li>○ Business attraction, with significant increases in employment density, high-rise commercial developments, flagship retail, head offices and knowledge intensive services</li> <li>○ Redevelopment for the highest residential densities (ranging from 100 to 200 households per hectare), including multi-storey townhouses, apartments and mixed-use developments</li> </ul> </li> <li>• Transitioning the south and south-east general business and industrial areas to comprehensive higher density residential and mixed-use developments.</li> </ul>
<p><b>Riccarton corridor</b></p> <p>Hagley Park to Upper Riccarton</p>	<p>The opportunity is to develop the currently retail orientated areas of the Riccarton corridor for commercial development and business investment. There is the opportunity to extend knowledge-intensive services, high value jobs and innovative activity from the Central City, linking with the University of Canterbury, along the corridor; supported by high frequency public transport, and over time, mass rapid transit.</p> <p>There is also the opportunity to incentivise and provide for multi-storey townhouses and apartments, achieving average density yields ranging between 70 and 150 households per hectare.</p>
<p><b>Papanui / Merivale corridor</b></p> <p>Central City to Papanui</p>	<p>The opportunity is to build on the existing strong retail, hospital / health sector and tourism accommodation provision to provide an intensified corridor connecting through Merivale to the Central City; noting that the Papanui / Merivale corridor is primarily focused on residential (50 to 100 households per hectare), with limited commercial. There is the opportunity to leverage this potential mass rapid transit route.</p>
<p><b>Papanui</b></p>	<p>The opportunity is to build on this existing retail and service centre for north Christchurch to provide higher density residential (70 to 100 households per hectare), and address poor quality urban form through regeneration and significant brownfield redevelopment opportunities. The opportunity is to provide a stronger, higher quality northern service centre in Papanui, with high density housing linked by high frequency public transport.</p>
<p><b>Hornby</b></p>	<p>The opportunity is to transition the current poor quality urban form of Hornby, which has a wide mix of business and industrial activities, low density and poor quality residential, and low tree cover, into the second sub-regional service centre after the Central City.</p> <p>Hornby is strategically positioned in relation to Christchurch Airport and the western areas of Greater Christchurch. There is the opportunity for regeneration and significant brownfield redevelopment to enhance its urban form, support community integration, and</p>



	provide a stronger and more integrated centre core with the transition of surrounding areas from industrial to high density residential (50 to 100 households per hectare).
<b>Rangiora</b>	<p>Rangiora is a key service and employment centre for surrounding areas; providing a mature and comprehensive offering of employment, retail and community facilities. Its residential stock is lower density.</p> <p>The opportunity is to intensify (residential and commercial) around Rangiora's town centre, while retaining its character.</p>
<b>Rolleston</b>	<p>Rolleston is a strong residential growth node with high quality infrastructure and a developing town centre providing retail and hospitality. The township is located beside iZone (an inland port and logistics hub). However, employment (commercial and industrial) is still low relative to the size of the population, with most people commuting to Christchurch for employment.</p> <p>In the short term, the opportunity is to build Rolleston's commercial centre, with higher density residential commensurate with its population.</p>

## A mass rapid transit system

A strengthened urban and town centres network in Greater Christchurch will need to have strong connections between centres. This will require more realistic and viable alternatives to private car use.

Mass rapid transit will not only be a transport enhancement to Greater Christchurch's infrastructure, but also a 'city shaping' initiative that is fundamental to the shift in urban form required to help achieve a net zero emissions future.

### What is mass rapid transit?

Mass rapid transit is a high frequency and capacity public transport service that runs on a dedicated transport corridor, using modern high quality vehicles. These corridors prioritise public transport, as well as people on foot and bike. Mass rapid transit would be a core component of the public transport network, supported by bus services. It would be a step up from current public transport services in Greater Christchurch.

Key to the success of mass rapid transit in Greater Christchurch:

- **Reliability:** Mass rapid transit vehicles are separated from cars and given priority at intersections, which allows for public transport to be consistently on-time.
- **Speed:** Mass rapid transit travel times are similar if not faster than travelling by car.
- **Frequency:** By operating more regularly, mass rapid transit reduces wait times – 5 minutes or less on average.
- **Capacity:** Mass rapid transit vehicles are high capacity and able to move lots of people.

It is also being mentioned as 'turn-up-and-go' public transport services.

### The preferred route

The preferred route for mass rapid transit connects Christchurch's Central City with the key centres of Riccarton, Papanui, Hornby and Belfast (*see Map 3*). The route runs along Papanui Road and Main North Road to the north; Riccarton Road and Main South Road to the west; and along Tuam Street, Manchester Street and Victoria Street in the Central City.

The route provides several benefits:

- A significant proportion of Greater Christchurch's growth over the next 30 years will be focused along these corridors, so development is happening in the right locations.
- It encourages investment in higher density developments and mixed-use areas.
- It provides improved accessibility to key employment areas.

Connections between the districts and the Central City will be provided using direct bus services, including:

- Better intra-district public transport connections
- Direct bus services from the districts to the Central City, principally using the motorway corridors
- Direct connections to the mass rapid transit system
- 'Enhanced' park-and-rides.

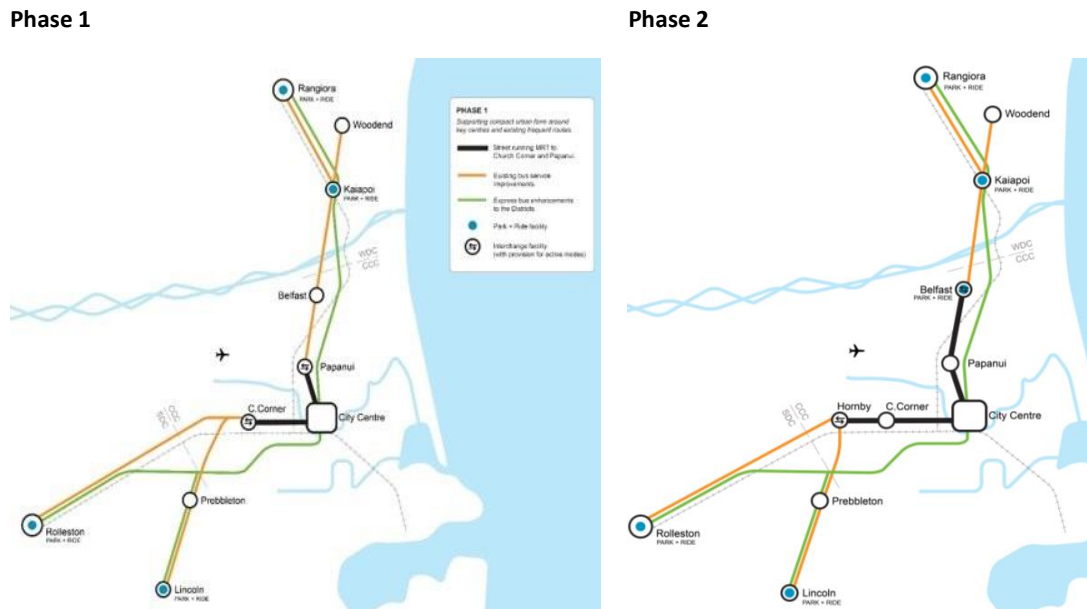
## Phasing

The preferred route would likely be constructed in two phases to align with population growth and demand.

Phase one would focus on Christchurch's inner core between Church Corner and Papanui to support intensification around highly accessible centres.

Phase two would extend the route to interchanges in Belfast and Hornby.

**Map 3: Preferred mass rapid transit route – Phase 1 and 2**



## Modes

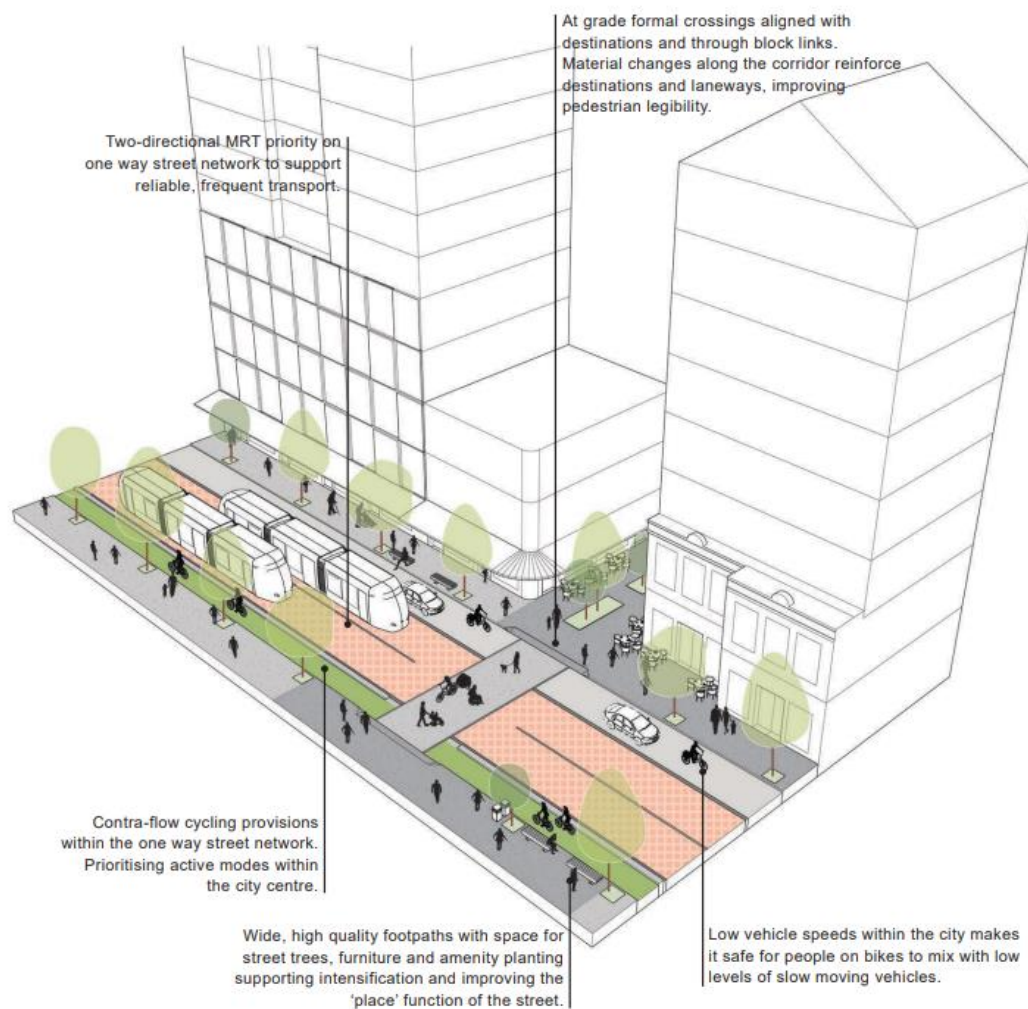
The preferred mass rapid transit route considers either a Light Rail service or a Metro bus service, as both modes have their own package of benefits and constraints. Further investigations will be undertaken in due course with respect to its adaptation to future growth, on its construction, operations and maintenance.

## Urban Design of the route and centres

The introduction of mass rapid transit would require some changes to the neighbourhoods located along the preferred route to maximise the benefits of mass rapid transit. These changes would activate streets around stations and better connect people to where they want to go. This includes prioritising walking and other modes of active transport, and improving their look and feel so they are attractive and safe.

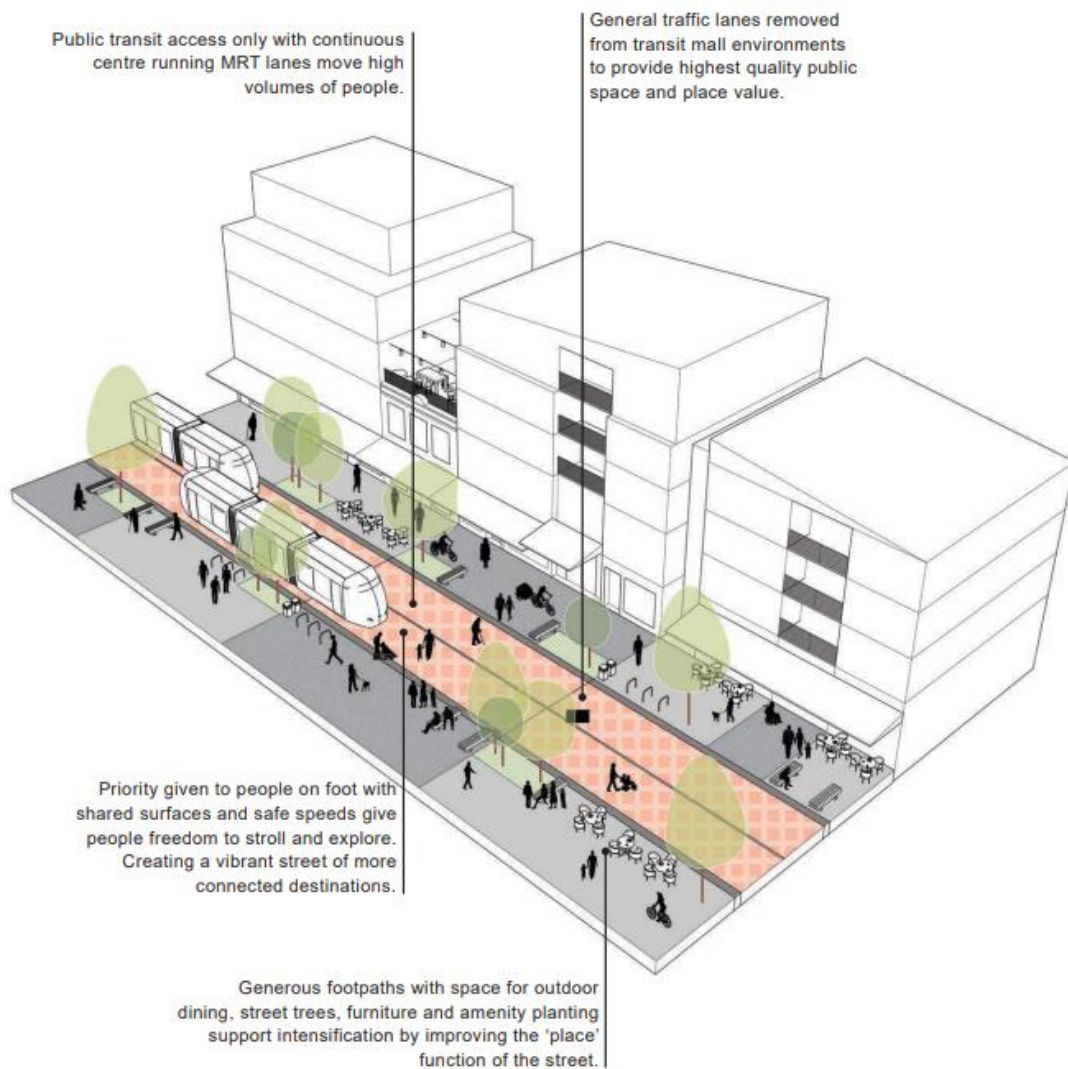
Wider streets along parts of the route would provide opportunities for green spaces, dedicated lanes for active travel and more generous footpaths.

Figure 6: Mass rapid transit neighbourhood urban realm concept



In other cases, the narrower road corridor makes it challenging to provide dedicated space for all users. Mass rapid transit would take up a large share of the road width, limiting the remaining space for other modes of transport. De-prioritising through-traffic within the corridor may be required in some instances, along with the introduction of transit malls, purchasing of land, compromising on the dedicated priority of mass rapid transit and grade separation of mass rapid transit from other vehicles.

Figure 7: Mass rapid transit mall urban realm concept



The success of a mass rapid transit system relies on a substantial shift in the urban form and in the way people travel, to be supported by a wide range of transport interventions as described in *Opportunity 6: Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.*

## A collective focus on unlocking the potential of Priority Areas

### What are Priority Areas?

Priority Areas are a key tool from the Urban Growth Agenda. They provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment.

Typically, a Priority Area:

- Offers the opportunity for accelerated and/or significant development
- Is complex, in that achieving successful development at the required pace and scale requires a partnership approach
- Are in key locations where successful development gives effect to a spatial plan.

### Priority Areas arising from Te Tiriti Partnership

The Priority Areas for Greater Christchurch include areas arising from Te Tiriti Partnership. This recognises that supporting the prosperous development of kāinga nohoanga on Māori Reserves and within urban areas is a priority to be progressed on the basis of Te Tiriti o Waitangi relationships, and as part of partners giving effect to mana whenua's priorities and expectations.

Mana whenua have provided clear expectations for kāinga nohoanga within the original extents of Māori Reserves and within the urban areas of Greater Christchurch. Further work is required in partnership with mana whenua to identify how this priority can be advanced. The advice received to date is that:

- Development of Māori Land for housing, employment and community facilities is to be determined by mana whenua, and enabled and supported by investments in infrastructure by partners in agreement with mana whenua
- The Kāinga Nohoanga Strategy will provide the guidance for implementation of kāinga nohoanga on Māori Land
- Development of housing, employment and community facilities through kāinga nohoanga within urban areas is also a priority for mana whenua
- The Kāinga Nohoanga Strategy will provide direction to partners on how to support and enable kāinga nohoanga within urban areas.

The benefit of including kāinga nohoanga on Māori Reserves and within urban areas alongside other Priority Areas for Greater Christchurch is that they will be recognised as a joint Crown, local government and mana whenua Priority Area within the context of the Urban Growth Partnership framework.

### Priority Development Areas

The Priority Development Areas have been identified through technical evaluation and include areas that offer significant opportunities for change in Greater Christchurch. This includes accelerated urban development at the right scale, and exemplar projects that encourage behaviour change or which can be a catalyst for private investment.

Priority Development Areas provide the opportunity to accelerate development in locations that will support the desired pattern of growth.

### Priority Regeneration Area

Eastern Christchurch has been identified as a Priority Regeneration Area. This is to recognise the need for a partnership approach to:

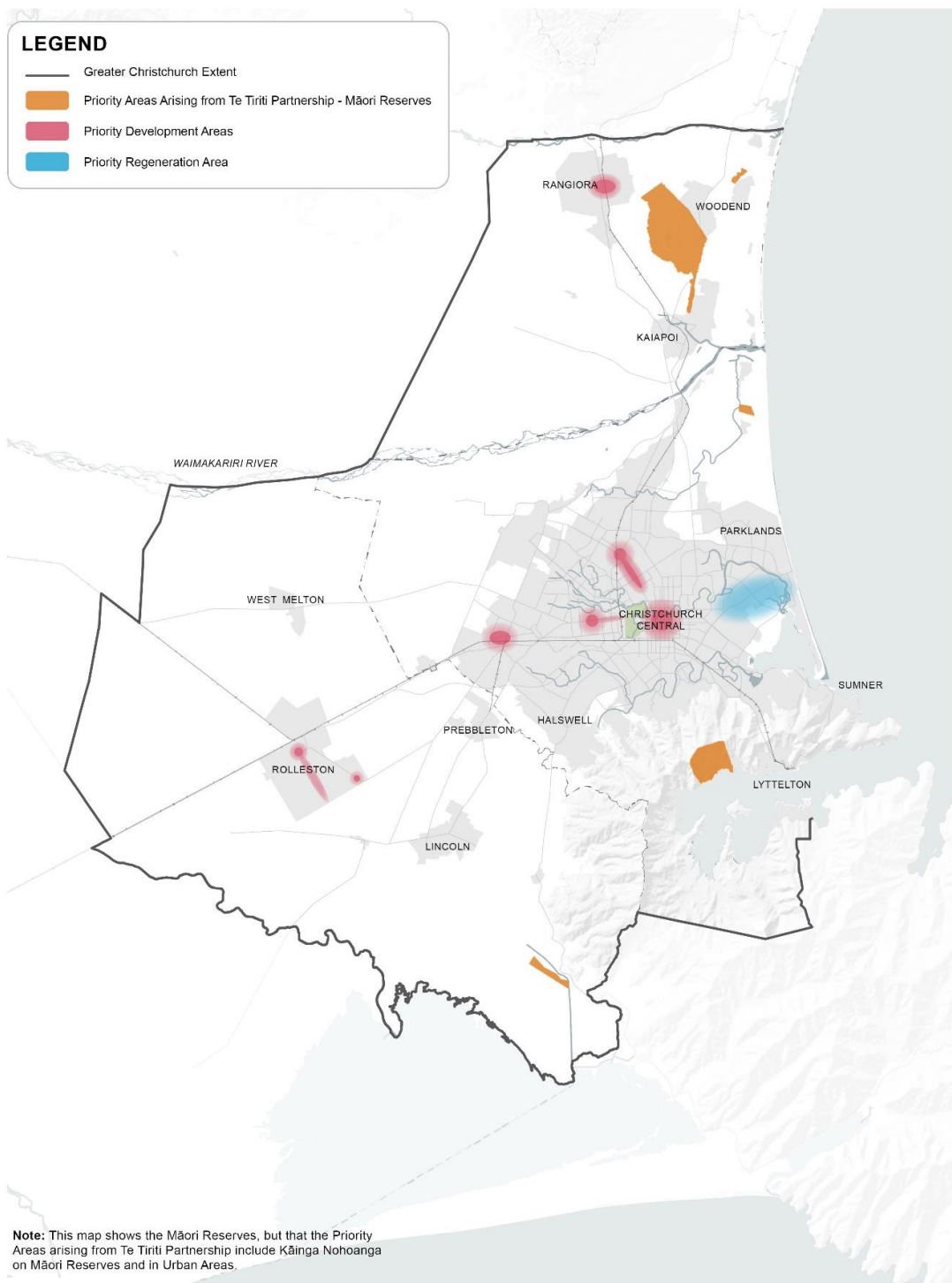
- maximise opportunities for regeneration of housing and business areas in appropriate locations;
- improve accessibility to this area, including its significant recreational assets; and
- support this area to adapt to the impacts of climate change and to strengthen resilience.

The broad locations of Greater Christchurch's Priority Areas is shown in *Map 4*. Further work is required to define the extent and description of some of these areas.

**Table 1: Priority Areas for Greater Christchurch**

Priority Areas arising from Te Tiriti Partnership	Priority Development Areas	Priority Regeneration Area	
Kāinga nohoanga on Māori Reserves and within urban areas	Rangiora Town Centre and surrounds	Eastern Christchurch area	
	Mass rapid transit phase one corridor		Papanui
			Central City
			Riccarton
	Hornby		
Rolleston Town Centre and surrounds			

Map 4: Priority Areas for Greater Christchurch





## An enhanced and expanded blue-green network

### What is a blue-green network?

A blue-green network provides an integrated, whole-of-system approach to the natural environment, the built environment and the interactions of people with these environments. It is a series of spaces and corridors that follow and connect water bodies, parks, green areas and the coast.

The blue elements of the network include rivers, streams, storm water drains and basins, wetlands, freshwater, and coastal water; while the green elements include trees, parks, forests, reserves and greenways.

### Principles

The vision to create an enhanced and expanded blue-green network in Greater Christchurch will be guided by six principles:

- **Healthy waterbodies:** Valuing, respecting, and prioritising the health and wellbeing of waterbodies, recognising the vital importance of water.
- **Integration:** Combining green infrastructure with urban development and transport networks.
- **Connectivity:** Using a combination of green infrastructure, ecological restoration and urban design to connect people and communities with nature, and create linkages for flora and fauna.
- **Multi-functionality:** Delivering multiple ecosystem services simultaneously – restoring and enriching habitats for indigenous biodiversity, strengthening resilience to climate change, improving air quality, and increasing community access to recreational opportunities.
- **Regenerative:** Applying a holistic, whole-of-system approach that utilises development as an opportunity to replenish and restore natural processes, respond to climate change, and build community health and resilience.
- **Identity:** Recognising the unique identity of different areas and enhancing local features to create a sense of place.

### Integration of principles

The blue-green network principles provide a framework to guide the further work required to achieve the objectives of regenerating the natural environment and strengthening climate resilience.

These principles will be embedded into the work of the partnership and individual partners through:

- The planning and design of the Priority Areas in Greater Christchurch
- The review of councils' planning documents and strategies
- Identifying the best mix of legislative, regulatory, financial and market-based incentives to complement the application of planning provisions
- Supporting the development of local area plans, urban greening strategies and forest plans, new guidelines and regulations that support urban greening and increased tree canopy cover, and exemplar or demonstration projects.

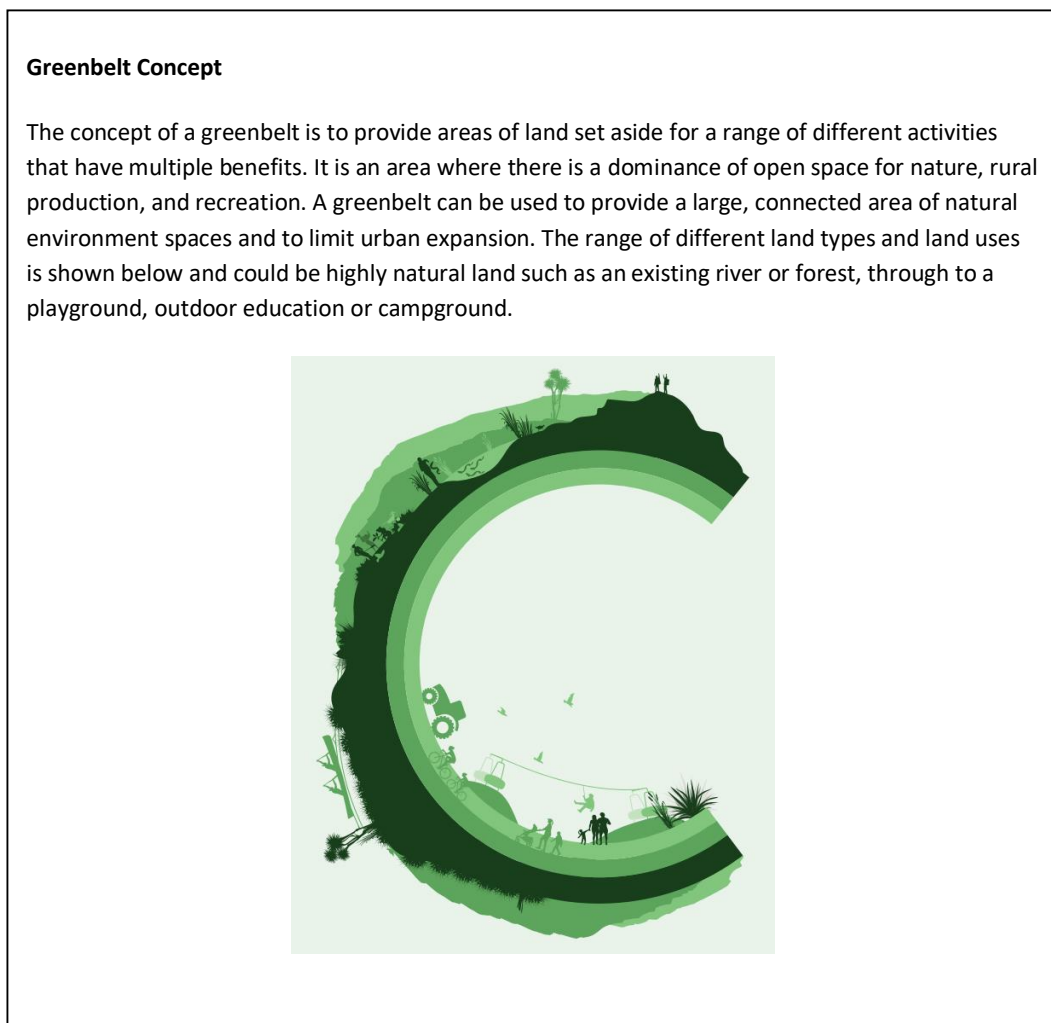
### Greater Christchurch blue-green network strategy

The partnership will develop an integrated blue-green network strategy that will:

- Provide a coordinated approach to delivering an enhanced and expanded blue-green network, reflecting the blue-green network principles and the directions outlined under *Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people*
- Spatially identify where priority improvements are required
- Include a blue-green network programme to deliver the strategy's outcomes, including project prioritisation and phasing, and funding mechanisms
- Identify associated planning protection mechanisms to facilitate implementation.

As part of developing the strategy, partners will further investigate a sub-regional green belt concept. Subject to the outcome of this work, a green belt plan could form part of the strategy or be a standalone document.

Figure 8: Green belt concept



## Part 1 – Growth in appropriate places

To ensure that growth occurs in the right places, it is important to identify and map areas that require protection, and areas which need to be avoided or mitigated. This includes identifying areas to protect given their intrinsic values and importance, such as sites and areas of significance to Māori, and areas with significant natural features or landscapes; and areas to avoid given they are subject to natural hazards, noting in some circumstances mitigation may also be appropriate.

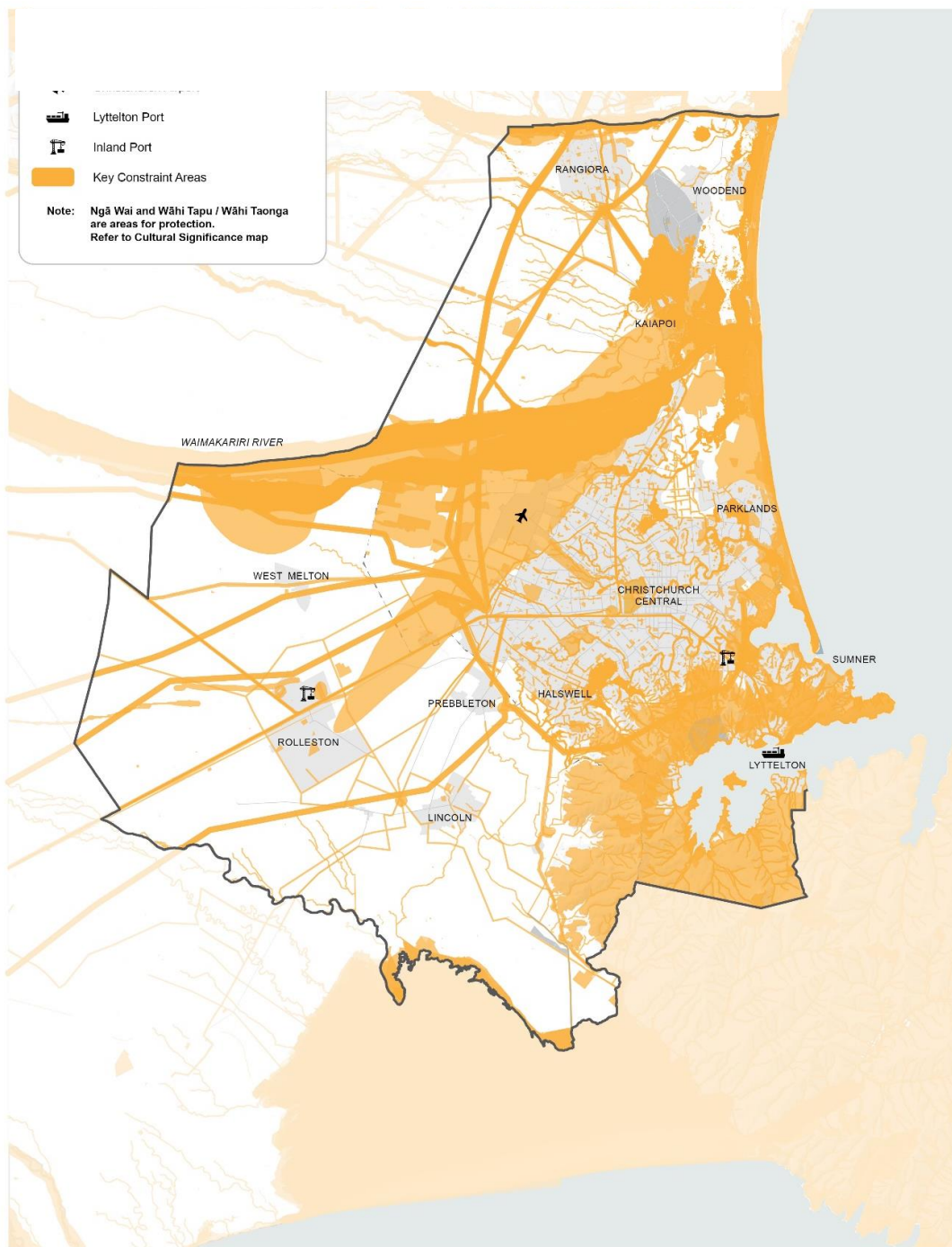
Areas to protect	Areas to avoid or mitigate
<ul style="list-style-type: none"> <li>• Sites and areas of significance to Māori</li> <li>• Environmental areas and features</li> <li>• Groundwater protection zone</li> <li>• Highly productive land</li> <li>• Strategic infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Areas vulnerable to a high risk of flooding</li> <li>• Areas vulnerable to a medium or high risk of coastal inundation, coastal erosion and tsunami inundation</li> <li>• Areas at risk from rockfall, cliff collapse, mass movement and fault lines</li> </ul>

The methodology and reasoning for identifying the areas to protect and avoid, or potentially mitigate, is set out in the *Areas to Protect and Avoid Background Report*. The sites and areas of significance to Māori have been identified by mana whenua for district plan processes. The sensitivity of these sites and areas to urban development is a matter for engagement with mana whenua – not as part of a technical assessment.

Layering all the areas to protect and avoid or mitigate on top of each other highlights the most constrained areas of Greater Christchurch for development (*see Map 5*). These areas include the eastern areas along the coastline, the Port Hills and Te Pātaka a Rākaihautū / Banks Peninsula, the areas to the north-west of Christchurch, and the areas surrounding Kaiapoi. These parts of the city region are affected by a variety of natural and man-made factors. The presence of Wāhi Tapu, Wāhi Taonga and Ngā Wai are also matters of further significance, where any urban encroachment will require engagement with and consideration by mana whenua.

It's important to note that the mapping in this section is based on the best available information from each council. It is acknowledged that for flood hazard areas, this map shows differing return periods as the basis for areas to avoid, or mitigate, based on the best available mapping information from each territorial authority. Where this map is used for the basis of assessment of specific locations of growth, the specific risk and mitigation framework applicable to the local authority area should be used.

Map 5: Key constraint areas



## Opportunity 1: Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people’s physical and spiritual connection to these places

*The area that encompasses Greater Christchurch is part of a wider landscape that holds significant historic and contemporary cultural associations and importance for Ngāi Tahu whānui, reflecting their occupation of the area for more than 1,200 years. The Spatial Plan recognises the importance of protecting the sites and areas of significance to Māori for generations to come, and that Papatipu Rūnanga are the entities responsible for the protection of tribal interests within their respective takiwā. The Greater Christchurch area also has sites and buildings that are of importance in reflecting the historic heritage of the area. The Spatial Plan recognises the importance of protecting these sites and areas, and integrating them into the urban environment for continued retention and viability.*

### Context

- There are many sites and areas of significance to Māori in the Greater Christchurch area, reflecting the historic occupation and movement of Māori across the landscape for over a thousand years.
- Recognition of a cultural landscape is important to Ngāi Tahu identity, as it affirms connections to place and in some instances the opportunity for continuing cultural practices.
- Identifying cultural landscapes provides for the protection of Wāhi Tapu and Wāhi Taonga.
- There is the opportunity to integrate te ao Māori into planning and designing the built form of Greater Christchurch, and re-establishing a cultural presence.
- Both Māori and European cultural and historic heritage contribute to the identity of the Greater Christchurch area. It is important these values are recognised and protected through the Spatial Plan for the benefit of current and future generations.

### Direction

- 1.1 Protect Wāhi Tapu from urban development
- 1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai
- 1.3 Protect, recognise, and restore historic heritage

## Direction

### 1.1 Protect Wāhi Tapu from urban development

### 1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai

The Greater Christchurch area encompasses a number of sites and areas of significance to Māori (see Map 6). This includes those recognised as Wāhi Tapu, Wāhi Taonga, Ngā Tūranga Tūpuna and Ngā Wai.

The protection of sites and areas of significance to Māori for the benefit of current and future generations is essential to the cultural identity of Greater Christchurch, acknowledging that their protection is a matter for engagement with mana whenua. It is important that the relationship mana whenua has with these sites and areas is able to be maintained and enhanced, which means urban development must be in locations that do not impact on them.

#### **Wāhi Tapu**

Wāhi Tapu are sites and places that are culturally and spiritually significant to the history and identity of mana whenua. They include sites such as urupā, pā, maunga tapu, kāinga, tūranga waka and places where taonga have been found. The term is generally applied to places of particular significance due to an element of sacredness or some type of restriction as a result of a specific event or action. Wāhi Tapu sites are to be protected according to tikanga and kawa to ensure the sacred nature of those sites is respected.

#### **Wāhi Taonga**

Wāhi Taonga are treasured places that have high intrinsic value and are valued for their capacity to shape and sustain the quality of life, and provide for the needs of present and future generations. Access to these areas is important to Ngāi Tahu identity.

#### **Ngā Tūranga Tūpuna**

Ngā Tūranga Tūpuna are broader landscapes within which there are concentrations of a range of culturally significant sites. The maintenance of the integrity of these environments is an important outcome.

#### **Ngā Wai**

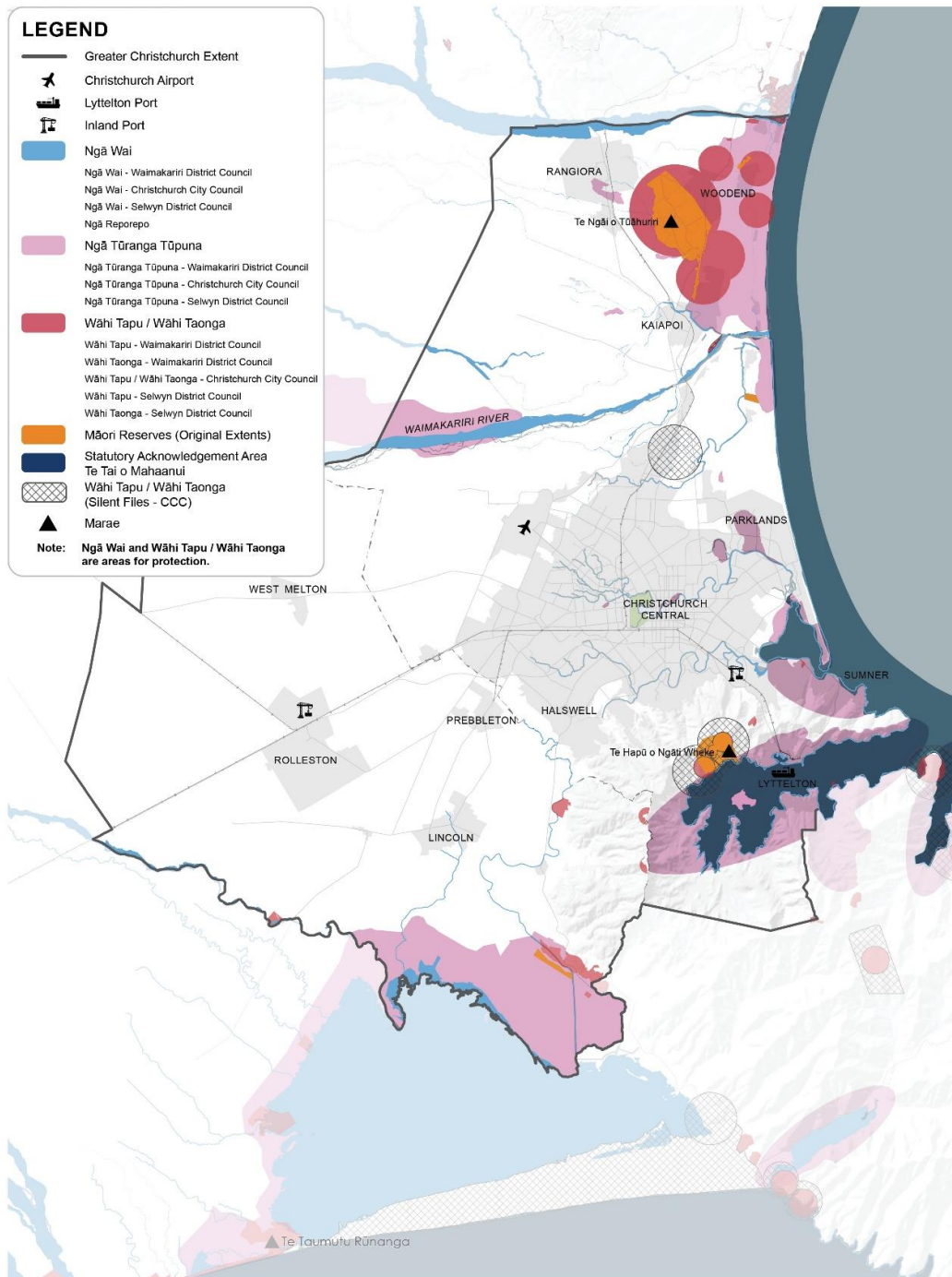
Ngā Wai encompasses water bodies and their margins, and include ngā awa (rivers), ngā roto (lakes), ngā hāpua (coastal lagoons), ngā repo (wetlands) and ngā puna (springs).

The entire coastline of Te Tai o Mahaanui is recognised as Ngā Wai. Te Ihutai / Avon-Heathcote Estuary, and the Ōtākaro / Avon, Ōpawaho / Heathcote and Pūharakekenui / Styx rivers, and a number of their tributary streams, in Christchurch City are identified as Ngā Wai. Throughout the Selwyn and Waimakariri districts, a variety of rivers are also identified as Ngā Wai, including the Waimakariri and some of its tributaries, the Waikirikiri / Selwyn and Hurutini / Halswell, along with Te Waihora / Lake Ellesmere.

### 1.3 Protect, recognise, and restore historic heritage

Greater Christchurch has many significant heritage sites, areas, and associated values, which should be recognised in urban development and protected from inappropriate activities. In providing this protection there will be tension with the direction for greater intensification and the pressures this may bring on historic heritage sites and areas. The challenge to this will be how to achieve the protection of historic heritage while providing for greater intensification in a changing urban environment.

#### Map 6: Sites and areas of significance to Māori





## Opportunity 2: Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change

*There are some areas of Greater Christchurch that are subject to significant risks from natural hazards and the effects of climate change. The Spatial Plan ensures that future development is directed away from these areas, investment in infrastructure reduces exposure and the resilience of communities in these areas is increased by taking action.*

### Context

- Climate change is increasing the likelihood of more frequent and severe natural hazards, including storms, flooding, coastal inundation and erosion, land instability, heat waves, droughts, high winds, and fires; as well as slower onset effects such as sea level rise.
- Low-lying coastal areas are particularly exposed to natural hazards, such as flooding and tsunamis.
- Climate change is already impacting local ecosystems and communities, and is disproportionately affecting mana whenua and vulnerable communities.
- Essential infrastructure is at risk, with the potential for disruption to power, transport and water supply during an extreme natural hazard event. These impacts could have serious consequences for human health, livelihoods, assets and the liveability of places.
- The decisions made now on how urban areas will grow and change will influence the patterns of exposure and vulnerability to natural hazards in the future.
- Focusing growth away from hazardous locations, investing in infrastructure that reduces exposure and adapting urban areas by incorporating functional elements into the blue-green network can all help to reduce some of the risks.
- In a global context, greenhouse gas emissions on a per capita basis are extremely high in Greater Christchurch. An emissions inventory for Christchurch City for the 2018/19 financial year showed that more than half of its total emissions came from the transport sector. It is acknowledged that achieving a low carbon future for greater Christchurch will require the provision of reliable renewable energy.

### Direction

- 2.1 Focus and incentivise growth in areas free from significant risks from natural hazards
- 2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards

## Direction

### *2.1 Focus and incentivise growth in areas free from significant risks from natural hazards*

A number of areas in Greater Christchurch are vulnerable to flooding, particularly in the low-lying eastern areas of Christchurch and areas surrounding Kaiapoi; while coastal areas are vulnerable to sea level rise, coastal inundation and erosion, and tsunamis (*see Map 7*).

Earthquakes are also a significant risk factor. The related risks of cliff collapse, rockfall and mass movement are constraints on development that particularly affect the hill suburbs of Christchurch.

It is essential that urban development is directed away from areas that are at significant risk from natural hazards where that risk cannot be reduced to acceptable levels, to ensure the safety and wellbeing of people, and the protection of buildings, infrastructure and assets. This will also reduce levels of exposure to the effects of climate change.

There are also some areas subject to natural hazards, but where these risks can be more easily mitigated by building differently, such as increasing the floor levels of a building or ensuring building foundations meet a higher standard. These areas, which include parts of the Port Hills and large areas of the floodplains, are categorised as having moderate constraints (*see Map 8*).

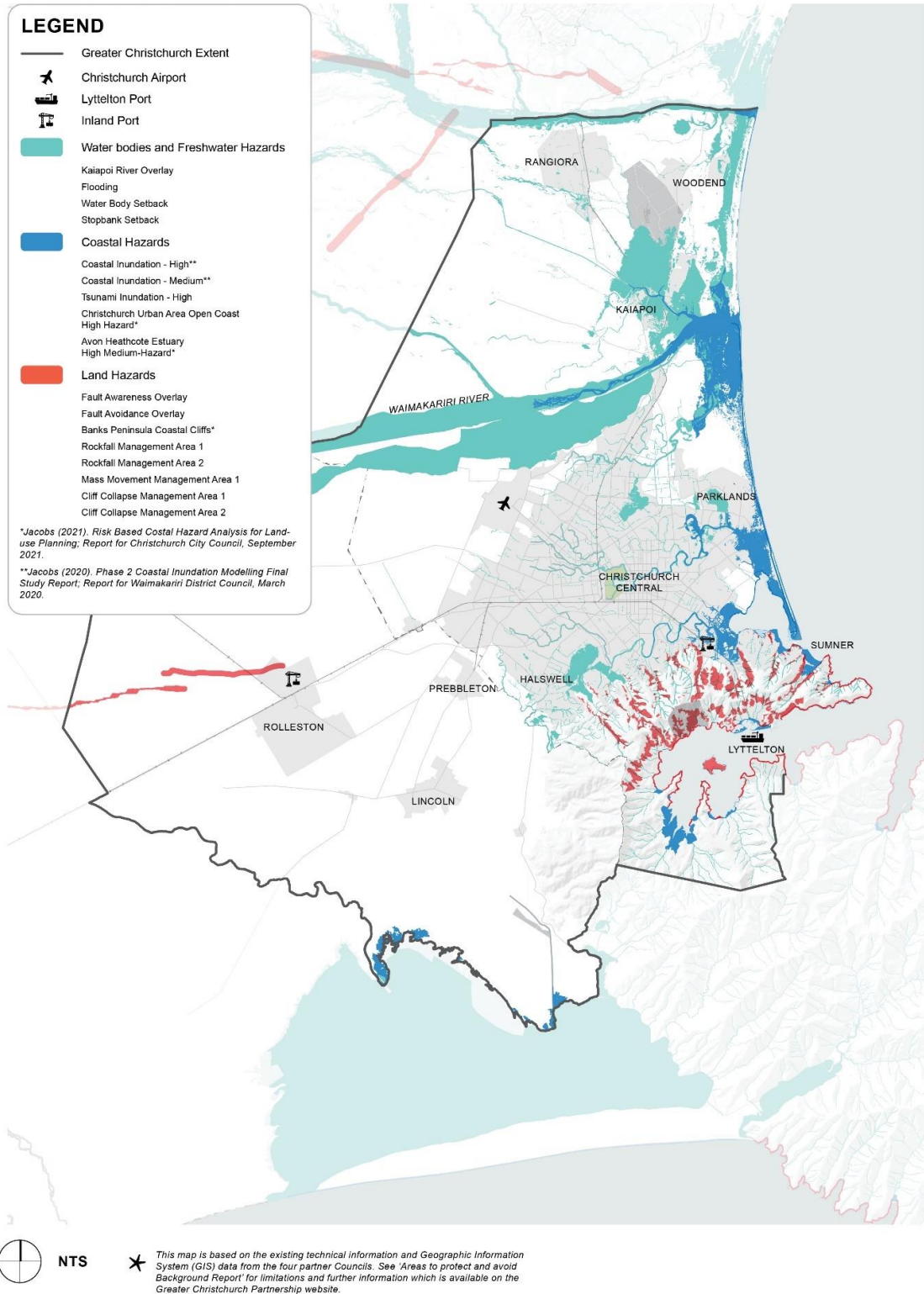
### *2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards*

Climate resilience means reducing greenhouse gas emissions, responding to known risks from climate change, and enhancing the capacity of communities and ecosystems to recover and adapt to a changing environment.

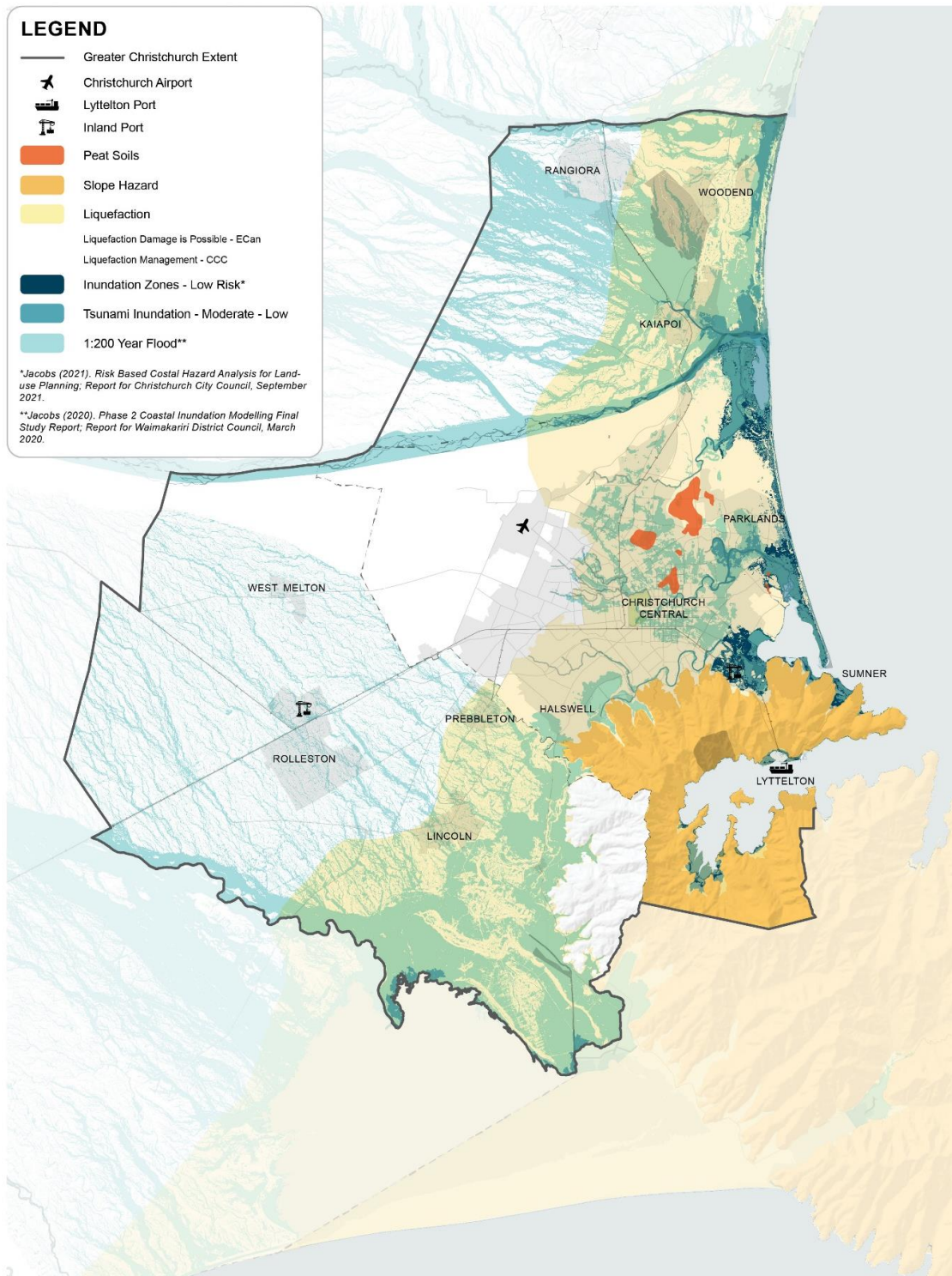
Key ways to build resilience to climate change and natural hazards in Greater Christchurch include:

- Reducing transport emissions by supporting more people to live, work, shop, recreate and socialise within close proximity, and to use public transport when they do need to travel, by focusing growth through targeted intensification around centres and along public transport corridors.
- Recognising interdependencies in the infrastructure sector, especially between telecommunications and electricity, and acknowledging the role they play in responding to, and recovering from, natural hazard events.
- Focusing growth away from areas likely to be more exposed to natural hazards that will be exacerbated by climate change, such as flooding and coastal erosion, while acknowledging that strategic infrastructure sometimes needs to operate in areas affected by natural hazards.
- Protecting and restoring the natural environment to support communities and ecosystems be more resilient to climate change and natural hazards. Opportunities for Greater Christchurch include promoting enhanced coastal and wetland reserves to reduce flood risk, establishing new green spaces to help absorb and treat rainwater, planting trees to shade and cool urban areas, and creating new or enhanced forested areas.

Map 7: Areas subject to natural hazard risks



Map 8: Areas subject to moderate natural hazard risks



\*Jacobs (2021). Risk Based Coastal Hazard Analysis for Land-use Planning; Report for Christchurch City Council, September 2021.

\*\*Jacobs (2020). Phase 2 Coastal Inundation Modelling Final Study Report; Report for Waimakariri District Council, March 2020.

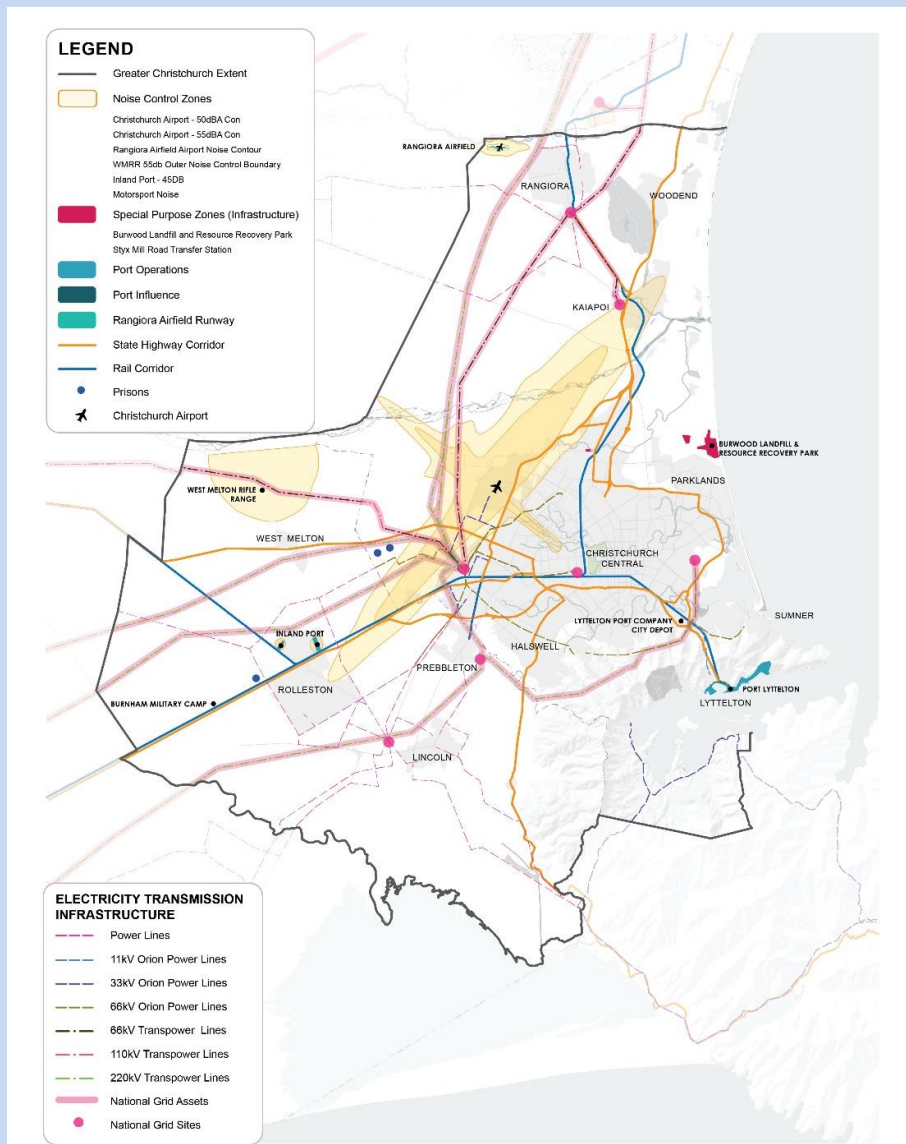


This map is based on the existing technical information and Geographic Information System (GIS) data from the four partner Councils. See 'Areas to protect and avoid Background Report' for limitations and further information which is available on the Greater Christchurch Partnership website.

### Protecting strategic infrastructure

Urban development should be carefully managed around strategic infrastructure to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of this infrastructure. Key strategic infrastructure in Greater Christchurch includes Christchurch Airport, the Port of Lyttelton, the inland ports at Rolleston and Woolston, state highway and rail corridors, the National Grid and the electricity transmission and distribution network (see Map 9).

Map 9: Key strategic infrastructure



The noise contours relating to Christchurch International Airport as shown on Map 9 represent the contours operative in the Canterbury Regional Policy Statement 2013. As part of the review of the Canterbury Regional Policy Statement, an update of the airport noise contours was completed by Christchurch International Airport Limited and independently peer reviewed by a panel of experts appointed by the Regional Council. In June 2023 a final set of remodelled air noise contours was made publicly available in a report published by Christchurch International Airport Limited. The updated noise contours will be a key input to the review of the Regional Policy Statement, and this is the process by which changes to the spatial extent of the operative contours and the associated policy framework will be considered.

## Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people

*A healthy natural environment is intrinsically linked with the wellbeing of people and places. The Spatial Plan recognises the importance of the natural environment as the foundation for the future of Greater Christchurch, particularly in the context of climate change and the urgent need to strengthen climate resilience. It commits to working with nature, not taking it over, when looking to the future.*

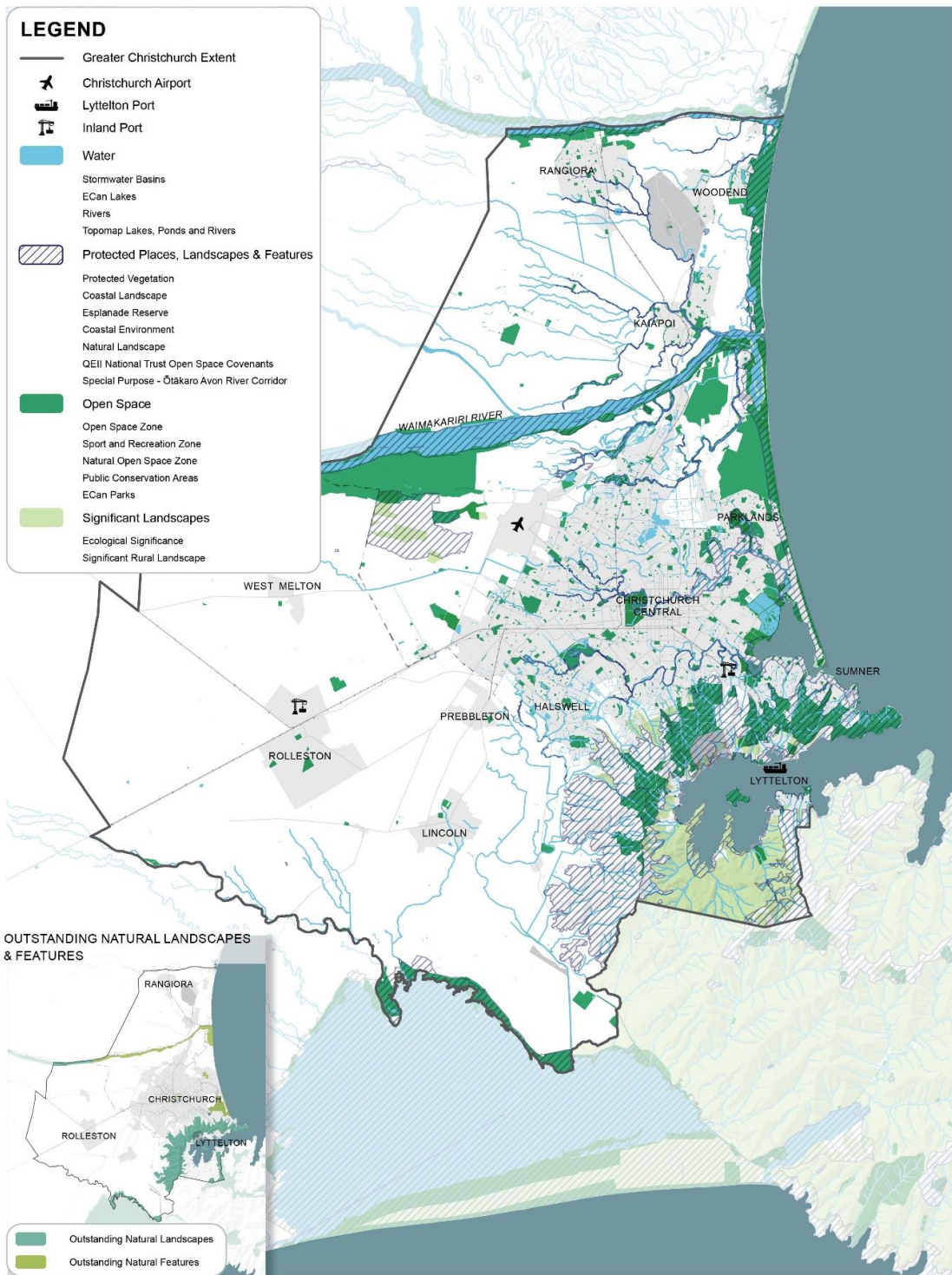
### Context

- The state of water bodies continues to degrade, with most having water quality issues and being in a poor state of cultural health. Groundwater that supplies Greater Christchurch's drinking water is at risk from changes to land use, increasing demands for water and the effects of climate change.
- There is currently good access to green spaces, although further planning and investment into parks and open spaces will be needed as the population grows.
- The tree canopy has declined over time, which has reduced habitats for wildlife, the amenity of urban environments, community wellbeing and climate resilience.
- Reductions in the extent and quality of the environment have had a detrimental effect on mana whenua and their relationship with water and natural resources.
- Highly productive soils have been lost to urban development and land fragmentation.
- Air quality has improved overall over the last decade, albeit some areas and communities still experience poor air quality.
- Te ao Māori provides a holistic and integrated approach to using, managing and protecting natural resources by acknowledging the inter-connectedness of all elements of the natural and physical world.

### Direction

- 3.1 Protect areas with significant natural values
- 3.2 Prioritise the health and wellbeing of water bodies
- 3.3 Enhance and expand the network of green spaces
- 3.4 Protect highly productive land for food production
- 3.5 Explore the opportunity of a green belt around urban areas

Map 10: Environmental areas and features





The Greater Christchurch area is defined by a unique network of water bodies, including braided rivers with alpine origins, and spring-fed rivers and streams that flow through the urban environment and estuaries before reaching the coast. Its key blue elements include the Waimakariri, Ōtākaro / Avon and Ōpāwaho / Heathcote rivers, and Te Ihutai / Avon-Heathcote Estuary. The north-eastern shores of Te Waihora / Lake Ellesmere are also within the defined area of Greater Christchurch.

Key green elements in the Greater Christchurch area include the Ashley Rakahuri Regional Park, Waimakariri River Regional Park, Waitākiri / Bottle Lake Forest Park, Tūhaitara Coastal Park, the coastal environment, the Port Hills, parts of Te Pātaka a Rākaihautū / Banks Peninsula, local parks and open spaces, and the larger green spaces found in Christchurch – namely Hagley Park and the Ōtākaro Avon River Corridor. The dry grasslands of the Canterbury Plains also connect the city region to the wider Waitaha / Canterbury region.

## Direction

### 3.1 Protect areas with significant natural values

Te ao Māori acknowledges the interconnectedness of people and te taiao – the environment. Based on this Māori world view, kaitiakitanga is a way of managing the environment that recognises that people are an integral part of the natural world, not separate from it; and that there is an intergenerational duty to protect, restore and enhance the mauri (life force) of water, land and ecosystems.

Greater Christchurch has many outstanding environmental areas, features and landscapes (*see Map 10*). Urban development must be focused away from areas with significant natural values and areas of cultural significance that include Wāhi Tapu and Wāhi Taonga. It is important that any possible encroachment of development on these areas is avoided, or involves early engagement and agreement with mana whenua.

### 3.2 Prioritise the health and wellbeing of water bodies

Water is a taonga that is culturally significant to Māori and essential to the wellbeing of all communities. Greater Christchurch has an integrated network of rivers, streams, springs, groundwater and aquifers, linked to estuaries and wetlands in the coastal environment. Restoring the health and wellbeing of water bodies, including wetlands, is a priority for the city region, and recognises Te Mana o te Wai - that protecting the health of freshwater protects the health and well-being of the wider environment, restoring and preserving the balance between the water, the wider environment, and the community.

Taking an integrated, catchment-based approach will support a higher quality water environment in Greater Christchurch. This also accords with and supports the Te Ao Māori principle of ki uta ki tai - which is concerned with the sustained integrity and functioning of all elements of the natural environment and their inter-connection, including with people. Examples of how this could be achieved include supporting waterway and wetland restoration and enhancement projects, setting extensive development setbacks from waterways, day-lighting urban waterways, and incorporating water sensitive urban design. Buffering water bodies with a riparian zone will also improve water quality and biodiversity, protect banks from erosion, alleviate the impacts of flooding, and support other amenity and recreational values.

The groundwater protection zone in Greater Christchurch must also be protected (*see Map 11*). This area covers the aquifers that provide the city region with its drinking water, which are vulnerable to contamination.

### 3.3 Enhance and expand the network of green spaces

Indigenous biodiversity is important to the environment, culture, society and economy of Greater Christchurch. For Māori, the connection with nature is one of whakapapa.

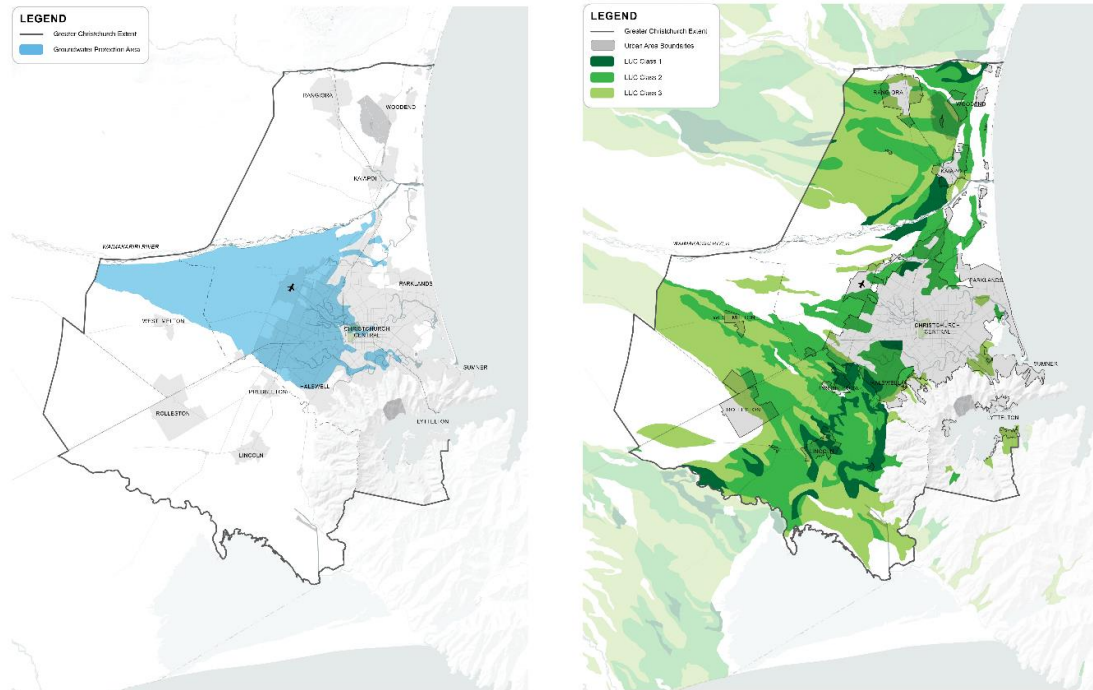
An enhanced and expanded network of green spaces will improve biodiversity, support access and connectivity, and promote active travel. The vision is that every centre and town is connected to another via a

green corridor. Opportunities to improve green connections include creating new green spaces; planting along waterways, streets and major transport routes; growing urban forests; and integrating public green spaces into major development projects. Creating stronger links to the Port Hills and Te Pātaka a Rākaihautū / Banks Peninsula is a particular opportunity to support increased biodiversity.

Improving the quality of the environment in existing and proposed higher density areas is critical. This can be achieved by designing and integrating vegetation (particularly trees) and indigenous biodiversity into these areas through enhanced streetscapes, parks and other public spaces, and with green spaces incorporated into private developments.

It is important that green spaces within our urban environments can be enjoyed by people of all ages and abilities, including through inclusive design and the application of universal design standards.

**Map 11: Groundwater protection zone / Map 12: Land Use Capability Class 1-3 soils**



### 3.4 Protect highly productive land for food production

Land that is particularly good for food production is a scarce and finite resource that has been lost as a result of urban expansion and land fragmentation. The highly productive soils found in parts of Greater Christchurch are a valuable resource (see Map 12).

The National Policy Statement for Highly Productive Land requires highly productive land to be protected from urban development, with some exceptions. Focusing urban development within the existing urban area – growing ‘up’ rather than ‘out’ – will help protect the best soils for agriculture. Where development does need to occur outside the existing urban area, this should avoid highly productive land where possible.

Implementation of the National Policy Statement for Highly Productive Land is subject to a regional planning process. The mapping of highly productive land, as per the definition in the National Policy Statement, has not yet been notified by the Canterbury Regional Council. The interim definition of highly productive land in the current National Policy Statement (September 2022), is land that is Land Use Capability Class 1, 2, or 3 (with some exceptions relating to identified growth areas). For the purposes of the Spatial Plan, these Land Use Capability Classes have been shown in Map 12, noting that exceptions do apply. Map 12 is not determinative of the identification of highly productive land for inclusion, by way of maps, in the Canterbury Regional Policy Statement as required by the National Policy Statement for Highly Productive Land.

### 3.5 Explore the opportunity of a green belt around urban areas

A green belt is a planning tool used to maintain areas of green space around urban areas, often acting as a transition between urban and rural areas. A green belt around Greater Christchurch’s urban areas would help limit urban expansion; address reverse sensitivity impacts; protect food producing land and green spaces for future generations; provide space for urban forests, wetlands and ecological restoration areas; increase resilience to the effects of climate change; and support recreational activities.

The concept of a green belt in Greater Christchurch needs to be explored in more detail and this will be undertaken as part of the development of a blue-green network strategy. The ‘Ecological enhancement / green belt’ notations shown on Maps 2 and 14 are indicative of the location of ecological enhancement / greenbelt

areas, and their specific location is to be further investigated. The areas in between the approximate green belt locations and the current or future urban areas identified in these maps do not indicate further urban development is necessarily anticipated in these areas.

## Part 2 – An urban form for people and business

### Opportunity 4: Enable diverse, quality and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs

*The homes and communities that people live in provide the foundations for their wellbeing. Greater Christchurch’s population is growing and changing, which will impact how and where people live. The Spatial Plan focuses on providing greater housing choice to meet the diverse needs of the community, including the need for more affordable homes; as well as enabling more people to live in places that are well-connected to employment, education, social and cultural opportunities.*

#### Context

- Greater Christchurch has maintained a good supply of housing that is relatively affordable for middle to high income households, especially compared to other parts of the country.
- Delivering enough affordable housing continues to be a significant challenge, with an estimated 35,000 households in Greater Christchurch defined as being under housing stress in 2021.
- The current mix of housing types will not be suitable to meet needs in the future, particularly with the increase in one-person households and need for more multi-generational housing.
- The prosperity and wellbeing of Māori have been impacted by legislation, planning provisions and urban development strategies that have failed to recognise and prioritise the development of Māori Reserves or recognise the housing needs of Māori within urban areas. Housing options that meet the needs of Māori whānau are very limited in Greater Christchurch’s urban areas.
- The level of accessibility to employment, services, green spaces and public transport varies across different parts of Greater Christchurch.
- The National Policy Statement on Urban Development and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act have removed barriers to development to allow growth ‘up’ and ‘out’ in locations with good access to existing services, infrastructure and public transport.

#### Direction

- 4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas
- 4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand
- 4.3 Focus and incentivise intensification of housing to areas that support the desired pattern of growth
- 4.4 Provide housing choice and affordability
- 4.5 Deliver thriving neighbourhoods with quality developments, quality housing and supporting infrastructure

## Direction

### *4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas*

As outlined in *The prosperous development of kāinga nohoanga* section, legislation and a failure of strategic planning have prevented the development of Māori Reserves for subdivision, housing, and social infrastructure, educational facilities, as well as the development of prosperous economic activities. This has impacted the prosperity and wellbeing of mana whenua.

Many Māori live within Greater Christchurch's urban areas where existing zonings do not contemplate or appropriately provide for kāinga nohoanga as a housing outcome. Consequently, the cultural needs of Māori have been overlooked.

A particular issue in supporting kāinga nohoanga is to ensure that infrastructure is provided that meets the needs of mana whenua for future development of kāinga nohoanga on Māori Land, with a specific focus on MR873 at Tuahiwi. Whilst policy and plan changes have occurred to enable kāinga nohoanga, this has not been supported with investment in infrastructure.

Within urban areas, it is assumed that the development of kāinga nohoanga will be able to be accommodated within the capacity of existing infrastructure or planned infrastructure upgrades.

Development of kāinga nohoanga is to be supported by partners as part of the commitment to give effect to mana whenua expectations and priorities. This will require a partnership with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve Land and within urban areas to ensure that there is sufficient capacity in, and feasible access to, local networks to enable this.

Further work between mana whenua and councils is needed to remove residual barriers in the planning framework, including the rezoning of all Māori Reserves and partnership in the provision of infrastructure to enable the development of Kāinga Nohoanga on Māori Land and within urban areas.

#### **Key commitments and actions required to deliver this direction**

- Partner with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve Land to ensure that there is sufficient capacity in, and feasible access to, local networks, to enable this.
- Partners to invest and provide infrastructure to support the development of MR873 and ensure mana whenua are active partners in decision making for these investments.
- Support mana whenua with upgraded infrastructure where needed in urban areas to enable kāinga nohoanga.
- Ensure that any future urban form for Greater Christchurch does not preclude or prevent the growth and development of Māori Reserve Land as settlements to the fullest extent possible. This includes ensuring Māori Land is not used or taken for public infrastructure required to service development on adjoining or proximate land.
- Ensure policy does not impede the ability to establish urban kāinga nohoanga.
- Enable and support the implementation of the Kāinga Nohoanga Strategy, which will set the expectations and implementation requirements to enable and support kāinga nohoanga.

- Initiate a process to rezone MR892 and MR959.

4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand

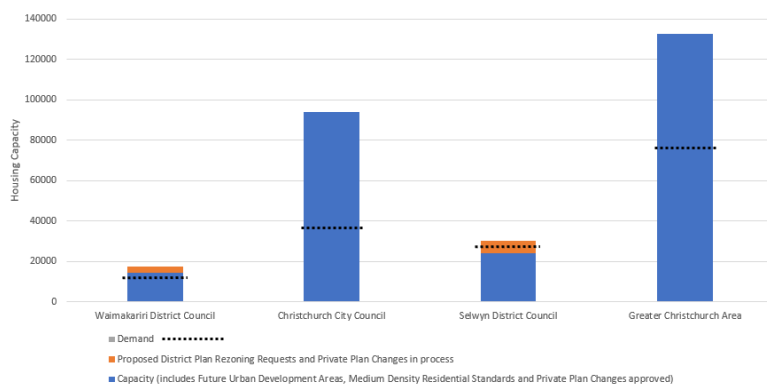
Meeting the projected demand for housing over the next 30 years is not a major issue for Greater Christchurch. This is particularly with additional greenfield areas being recently rezoned through private plan changes, and further intensification enabled across the city region as required by the National Policy Statement on Urban Development and Resource Management (Enabling Housing Supply and Other Matters) Amendment Act. In addition to these recent rezonings, greenfield areas are also being considered through rezoning submissions on the Selwyn and Waimakariri District Plan Review processes – the outcomes of which are yet to be determined.

Table 2: Sufficiency of housing development capacity to meet projected demand (2022 – 2052)

	Feasible capacity		Demand with margin		Surplus / Shortfall	
	Medium term (0 – 10 years)	Long term <sup>1</sup> (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)
Waimakariri	5,950	14,450	5,600	13,250	+350	+1,200
Christchurch	94,000	94,000	14,150	37,500	+79,850	+56,500
Selwyn	11,550	24,100	10,000	27,350	+1,550	-3,250
<b>Total</b>	<b>111,500</b>	<b>132,550</b>	<b>29,750</b>	<b>78,100</b>	<b>+81,750</b>	<b>+54,450</b>

Based on the assumption that housing demand remains constant over time, a 60-year housing bottom line could translate into a requirement to accommodate an additional 160,000 households in Greater Christchurch – the equivalent to almost one million people living in the city region. This longer term growth could still be largely accommodated by the current housing development capacity in the city region as a whole as these figures also do not take account of the potential capacity from higher densities, which during the long term is likely to become more feasible and common in the market.

Figure 9: Sufficiency of housing development capacity to meet projected demand (2022 - 2052)



The response to long term shortfalls will be through exploring the feasibility of intensification, especially around centres and public transport routes, and increasing minimum densities for new greenfield areas. The

<sup>1</sup> The NPS-UD defines feasible capacity in the long term as either based on “commercially viable to a developer based on the current relationship between costs and revenue, or on any reasonable adjustment to that relationship”. In Table 2 the capacity in the medium and long term for Christchurch City is the same because the assessment only calculates the “current relationship”. This is a conservative approach, as development feasibility is likely to improve in the long term (30 years) which means that the amount of feasible capacity can be expected to be higher than shown in the table. For Selwyn and Waimakariri Districts, the assessments assume that historic trends continue into the long term. The capacity assessments also have to be undertaken every 3 years as a minimum, which will enable the assumptions to be reassessed.

broad locations for residential growth are shown in *Map 14 under Opportunity 5*. The Priority Development Areas will also be a significant tool to incentivise redevelopment and higher density housing (see the *A collective focus on unlocking the potential of Priority Areas* section). Further to this, broad locations for new residential development to provide additional capacity should align with the direction in the Spatial Plan and desired pattern of growth. Identifying broad locations for residential development, should be guided by the Spatial Strategy, including the six opportunities, directions and the overarching directions that shape the desired pattern of growth. Broad locations should, at a minimum:

1. Be adjacent to, near, or within a Significant Urban Centre, Major Town or a Locally Important Urban Centre in Greater Christchurch;
2. Be accessible to either MRT, Core Public Transport Routes or New / Enhanced Public Transport Routes;
3. Protect, restore and enhance the natural environment, historic heritage, and sites and areas of significance to Māori;
4. Be free from significant risks arising from natural hazards and the effects of climate change; and
5. Be cognisant of the landscape and visual context, integrate with natural features and align with good urban design principles.

#### *4.3 Focus and incentivise intensification of housing to areas that support the desired pattern of growth*

The focus of the Spatial Plan is to encourage greater intensification and higher densities around centres and public transport routes. The benefits of intensification in line with this desired pattern of growth include:

- More people living in closer proximity to services and employment
- A competitive public transport system to encourage mode shift
- Less reliance on private vehicle use
- A reduction in greenhouse gas emissions
- Efficient and effective use of existing infrastructure
- More affordable and diverse housing choices
- Less need for urban expansion onto highly productive land.

Greater intensification (medium and high density) is also being enabled as directed under the Resource Management Act (Intensification Instruments) and the National Policy Statement on Urban Development. This national direction enables greater intensification to occur across large parts of the urban area that may not necessarily be in close proximity to centres and public transport routes. The approach to focus intensification around centres and public transport routes will need to rely less on traditional planning tools (e.g. zoning) and look more at incentivisation, partnerships and investment. A broad range of statutory and non-statutory tools will be relied upon for improving the feasibility of intensification to support the desired pattern of growth.

A key approach to targeting intensification in the preferred locations is to identify Priority Development Areas, which are areas that the partnership will take a coordinated effort at a given time. They provide a mechanism for coordinated and aligned action across multiple agencies; to inform, prioritise and unlock investment, and drive collective accountability.



#### *4.4 Provide housing choice and affordability*

Greater intensification around centres and along public transport routes will help provide a range of dwelling types to meet the changing demand profile in Greater Christchurch, particularly from an aging population. This includes providing for the projected higher demand for smaller, more affordable units.

This will mean new housing will increasingly move towards medium and higher density housing types, such as townhouses, terraced housing and apartments. This will help to increase the variety of housing, including more affordable options. However, to do this across a spectrum of housing choice and demand, the intensification focus needs to be combined with continuing to provide for diverse forms of housing and some greenfield areas in appropriate locations.

The focus on targeted intensification will support an urban form that helps address the strategic opportunities and challenges facing the city region, and to help address housing affordability for low income households.

Figure 10: Population growth by age group in Greater Christchurch

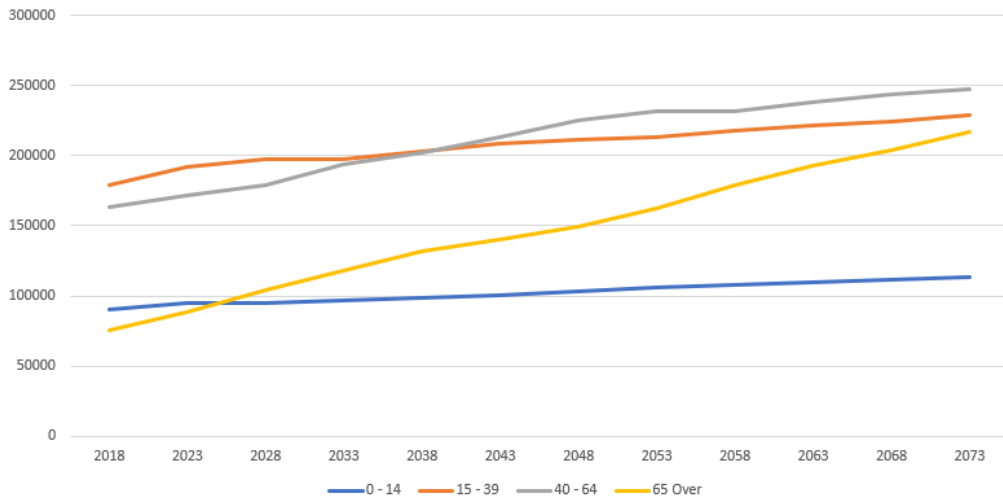
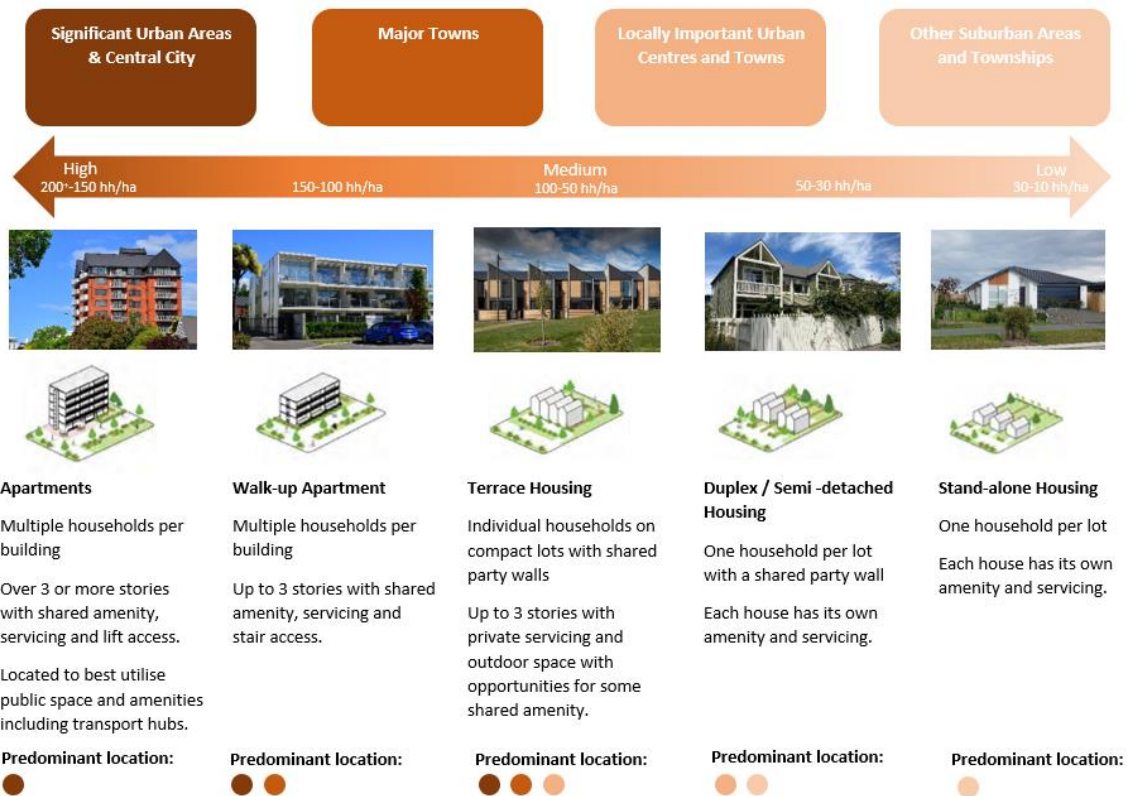


Figure 11: Housing typologies by density



### **Social and affordable housing needs**

In comparison to other major urban centres in Aotearoa New Zealand, housing in Greater Christchurch is relatively affordable. However, the provision of social and affordable housing will become an increasingly critical issue.

Enabling higher density housing developments at different price points will be vital to meeting the projected increase in demand for smaller, more affordable dwellings. The cost of housing, both home ownership and renting, will continue to represent a significant component of household expenditure. New households will have different housing preferences and affordability constraints, but to better align the total housing stock across Greater Christchurch with the overall household composition, new development would need to favour smaller and more affordable housing types.

Smaller and multi-unit dwellings that take advantage of more efficient building construction techniques, and adopt new home ownership and rental models, can aid the provision of more affordable homes. Housing should meet the needs of the population at all stages of life.

Housing need in Greater Christchurch, including social and affordable housing, will be further addressed through the development of a joint housing action plan.

### **Greenfield**

The creation of 'greenfield' areas will continue to be part of how we accommodate more people so that we can provide a range of lifestyle choices that our communities value. The focus of our spatial plan and greenfield development, is to encourage positive change in our urban form and function, recognising that while housing capacity needs to be provided, this must achieve and not undermine other directions and principles. To achieve this, successful future greenfield development needs to:

1. Be well connected with employment, services and leisure through public and active transport networks
2. Be integrated with existing urban areas
3. Meet a need identified by the latest Housing and Business Development Capacity Assessment
4. Be at the right scale, density and location to minimise impact on highly productive land and existing permitted or consented primary production activities.

Further additional greenfield development may be required for the longer term and to provide for a population towards one million. Additional greenfield will be assessed through other statutory processes.

While there has been a trend towards increasing greenfield density over the last few years, the rate of change will need to increase to support the overall outcomes of the Spatial Plan. A technical report prepared to evaluate greenfield density uptake in Greater Christchurch included a density outcomes analysis of case study areas, as well as a national and international literature review to assess the implications of increasing residential density. The analysis found that there is a positive relationship between increases in density, more diverse housing typologies and the utilisation of more sustainable transport modes. The analysis found that the benefits of residential density increase incrementally. However, there are 'tipping points' of 25 to 30 households per hectare where residential density can deliver greater benefits.

### **Specific Forms and Alternative Approaches to Housing**

Specific forms of housing and alternative approaches to housing are part of housing choice. They can provide for a range of preferred lifestyle options, respond to deficiencies or particular demand in the housing market, target those with the greatest housing need or deliver housing through innovative and novel approaches. They span the housing continuum from social housing through to private housing in the open market. They can offer greater diversity of housing typologies, tenures and price points.

Consideration of how specific forms of housing and alternative approaches to delivering housing can support greater housing choice in Greater Christchurch will be further addressed through the development of a Joint Housing Action Plan.

#### 4.5 Deliver thriving neighbourhoods with quality developments, quality housing and supporting infrastructure

Thriving neighbourhoods enable people and communities to meet their day-to-day needs, strengthen quality of life, and increase community connection and resilience. They are neighbourhoods that are well connected; enable safe and equitable access for all; have high quality and safe open spaces, green spaces and public realm; and provide a diverse range of housing including social and affordable housing.

##### Features of Thriving Neighbourhoods

With good urban design, neighbourhoods and their centres can include communal spaces that are liveable, walkable, safe and attractive, and have good connectivity and accessibility. A network of vibrant and diverse urban and town centres that incorporates mixed-use and transport orientated development helps to improve access and add to people's wellbeing.

##### Community facilities and open, green and public spaces

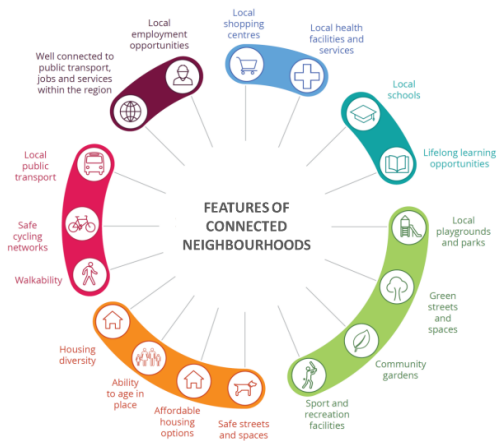
Community facilities contribute to strong, healthy and vibrant communities by providing spaces where residents can connect, socialise, learn and participate in a wide range of social, cultural, religious, art and recreational activities. There has been extensive rebuilding and repairing of community facilities within Greater Christchurch, resulting overall in a modern network of well-designed buildings able to cater for optimal usage and meet residents' expectations. Following the completion of key facilities, such as the Parakiore Recreation and Sport Centre and Te Kaha Multi-Use Arena, the city region will be well serviced to support a broad range of community, tourist, recreational and sporting events.

Open, green and public spaces are areas for people to gather, meet, play and talk. These are places that can be used for cultural purposes, for social events or to engage in recreational activities with one another. There is an extensive network of open spaces across Greater Christchurch; ranging from regional parks, to local area and neighbourhood parks, to sports fields. As the population grows and urban areas densify, it will be important to ensure that open space provision is meeting the required levels of service for communities. Local area planning will be critical to guide future investment in open spaces, and importantly the prioritisation of new developments and upgrades to ensure equitable provision across the city region.

It is important to have neighbourhood meeting places, and community facilities and services, that support the needs of individuals and whānau. Such facilities and services also need to keep up with growth and adapt to the particular needs of each community.

##### Quality Developments and Quality Housing

Figure 12: Features of Thriving Neighbourhoods.



Quality developments and quality housing are at the heart of thriving neighbourhoods, enriching the lives and wellbeing of our communities. Quality developments support neighbourhoods to develop and change over time in response to the diverse and changing needs of people, communities, and future generations.

Quality housing meets the diverse needs of the community over their lifetime and ensures that individuals, whānau and communities can live well so our neighbourhoods thrive for all. The Joint Housing Action Plan will consider quality housing in the context of Greater Christchurch.

### **Sense of connection and safety**

How neighbourhoods, towns and cities are planned and develop impacts on the health and wellbeing of people and communities. Connected neighbourhoods and communities are safer, more resilient, and contribute to increased health and wellbeing. A sense of connection and safety also contributes to the conditions in which people live and work, their access to facilities and services, their lifestyles, and their ability to develop strong social networks.

## Opportunity 5: Provide space for businesses and the economy to prosper in a low carbon future

*Greater Christchurch has a strong and diverse economy. Leveraging the economic assets and strengths of the city region is important for supporting business growth and increasing quality employment opportunities for the growing population. The Spatial Plan provides for the needs of businesses through a network of centres that are well connected and serviced by infrastructure.*

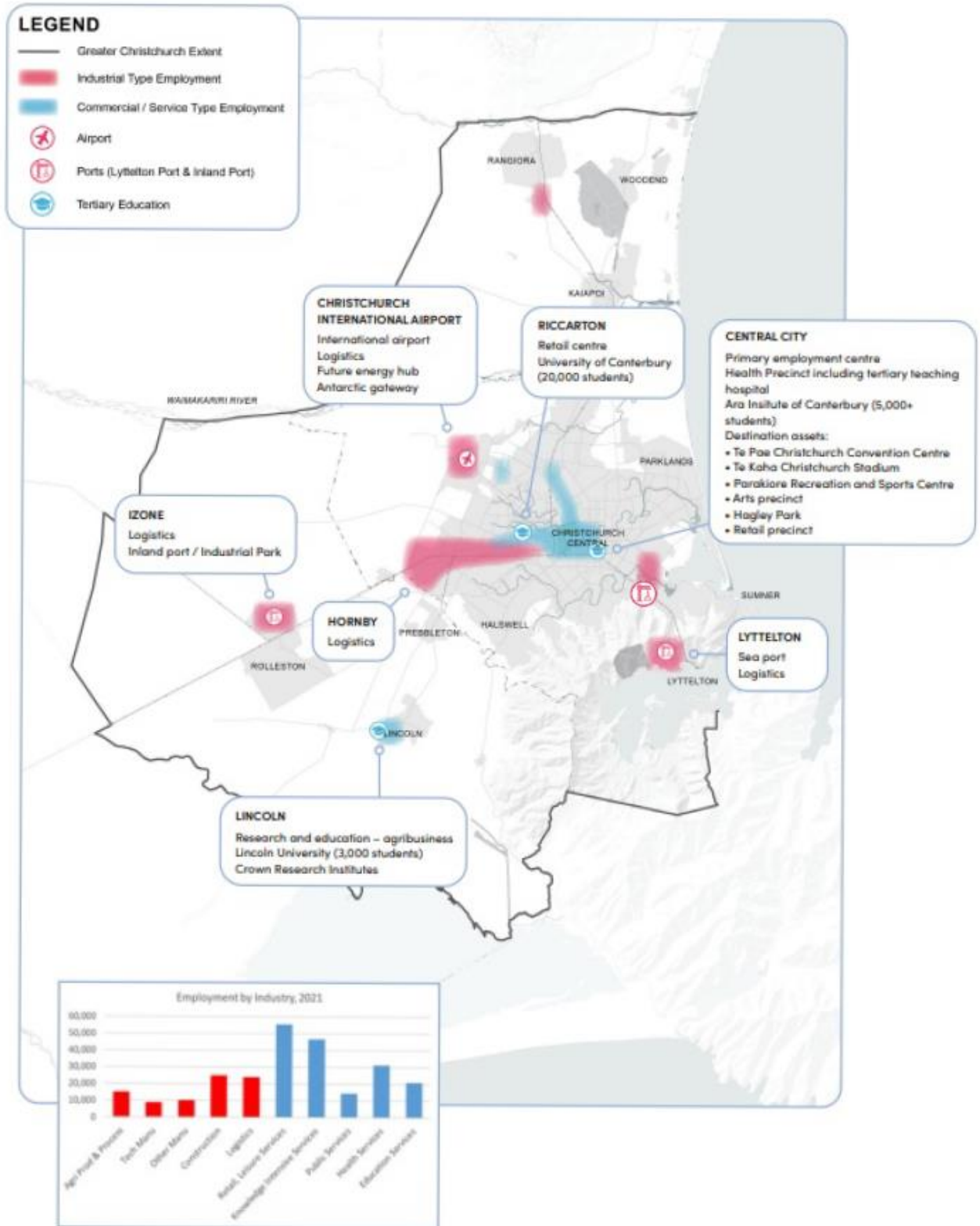
### Context

- Greater Christchurch is the principal economic, services and logistics centre for Te Waipounamu / South Island. The goods produced in Waitaha / Canterbury for export are primarily distributed via the Port of Lyttelton, Christchurch Airport, and the inland ports at Rolleston and Woolston.
- Hubs of tertiary and research institutions are found in Christchurch's Central City, including the Ara Institute of Canterbury, the tertiary teaching hospital and the health precinct; and at the University of Canterbury campus in Riccarton, and the Lincoln University and various research campuses and farms in and near Lincoln.
- Six of the seven Crown Research Institutes in Aotearoa New Zealand are in Greater Christchurch.
- Employment in the Central City remains below pre-earthquake levels. Even prior to the earthquakes, the Central City was underperforming economically.
- Significant investment after the earthquakes in modern and resilient infrastructure, civic assets, and urban redevelopment, particularly in the Central City, has provided the capacity to cater for much higher levels of economic and population growth.
- The changing nature of business in the context of climate and technological changes will impact where businesses choose to locate and what they require from the urban environment.
- Greater Christchurch contains a number and range of tertiary and research institutions that are of strategic importance from a local and national perspective. Their retention, protection and continued operation is of regional and national economic importance.

### Direction

- 5.1 At least sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network.
- 5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services.
- 5.3 Provision of strategic infrastructure that is resilient, efficient, integrated and meets the needs of a modern society and economy.
- 5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy.
- 5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.

**Map 13: Key employment areas and economic assets**



Direction

### 5.1 At least sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network

There are two types of business land:

- Commercial land – for offices, shops and services; often co-located with housing and other activities.
- Industrial land – for manufacturing and warehousing activities; often located close to freight routes and usually separated from housing.

Greater Christchurch is well placed to meet the projected demands for commercial and industrial land over the next 10 years, and for industrial land over the next 30 years and beyond. However, the current supply of commercial land in the city region is not likely to be enough to meet the demand over the next 30 years.

More than enough industrial land is supplied in Christchurch, Selwyn and Waimakariri to meet demand over the next 30 years, with a particularly significant surplus in Christchurch. Assuming that demand for industrial land will decline in the long term due to global economic trends, the total supply of industrial land in Greater Christchurch may never be fully utilised.

Enough commercial land is also supplied in Christchurch, Selwyn and Waimakariri to meet demand over the next 10 years, but there is a shortfall of 110ha in Christchurch and 20ha in Selwyn when looking over the next 30 years. Shortfalls in commercial land are expected to be met through intensification in significant urban centres, major towns, and locally important urban centres and towns, as well as through rezoning of industrial land close to Christchurch’s Central City to commercial and mixed-use. A focus for providing for commercial land will be those centres identified in *Map 14*, including the Priority Areas.

**Table 3: Sufficiency of industrial land to meet projected demand (2022 – 2052)**

	Feasible capacity		Demand with margin		Surplus / Shortfall	
	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)
Waimakariri	32ha	102ha	31ha	79ha	1ha	23ha
Christchurch	663ha	663ha	36ha	119ha	627ha	544ha
Selwyn	377ha	425ha	131ha	347ha	246ha	78ha
<b>Total</b>	<b>1,073ha</b>	<b>1,190ha</b>	<b>198ha</b>	<b>545ha</b>	<b>874ha</b>	<b>645ha</b>

**Table 4: Sufficiency of commercial land to meet projected demand (2022 – 2052)**

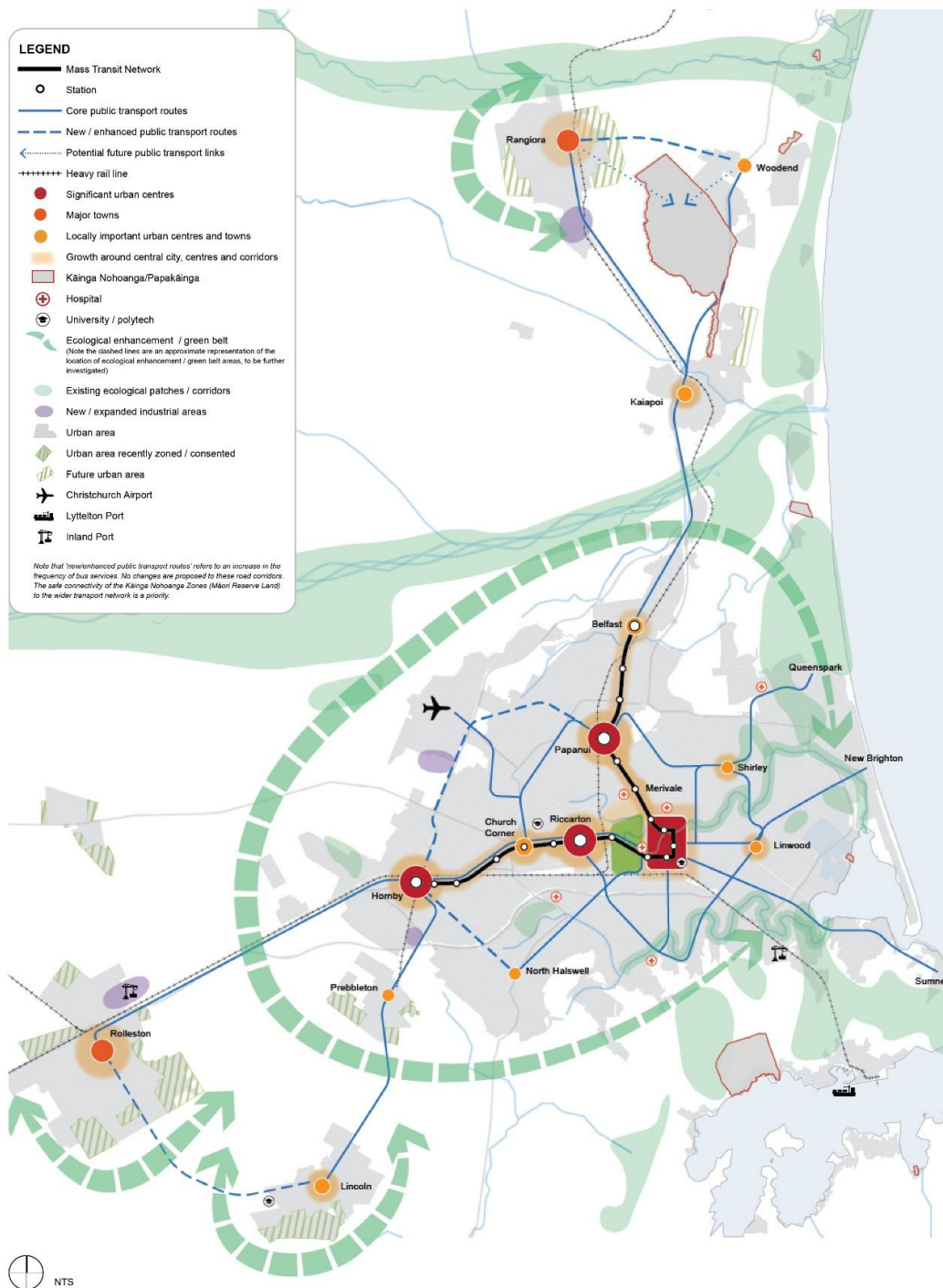
	Feasible capacity		Demand with margin		Surplus / Shortfall	
	Medium term (0 – 10 years)	Long term <sup>2</sup> (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)
Waimakariri	36ha	63ha	12ha	32ha	24ha	31ha
Christchurch	102ha	102ha	85ha	212ha	17ha	-110ha

<sup>2</sup> The NPS-UD guidelines suggest that councils undertake a stock take of vacant land. The capacity shown in the table includes vacant capacity which is based on the most recent field surveys undertaken by each council. Also, the guidelines suggest that “larger, more urbanised areas could also investigate land not currently developed to its full potential”. In Table 4 the capacity shown for Christchurch City only includes vacant capacity and does not include redevelopment potential. Plan Change 14 to the Christchurch District Plan will enable substantial redevelopment potential in Christchurch commercial zones, which is likely to alleviate the long-term shortfall. There is modelling underway to estimate the level of redevelopment potential that could be reasonably developable in the long term. For Selwyn and Waimakariri Districts, the assessments include redevelopment potential, which is based on the historic development levels occurring in the long term. The capacity assessments also have to be undertaken every 3 years as a minimum, which will enable the assumptions to be reassessed.



Selwyn	19ha	30ha	18ha	50ha	1ha	-20ha
<i>Total</i>	<b>157ha</b>	<b>195ha</b>	<b>115ha</b>	<b>294ha</b>	<b>42ha</b>	<b>-99ha</b>

Map 14: Broad locations of housing and business development capacity (700,000 people)



### *5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services*

Centres are places where people congregate for business, education and leisure; where business happens; and where people are able to meet their everyday needs close to where they live.

A strong centres network will:

- Efficiently utilise existing infrastructure, including public transport and freight networks; and support efficient investments in future infrastructure
- Realise gains in economic productivity that can be achieved when related businesses and activities (such as tertiary institutions) are concentrated and co-located, including improved productivity by supporting knowledge transfer, attracting talent, and providing economies of scale of similar businesses that can attract other businesses and customers
- Co-locate economic activity where people live so that people can access employment and services easily by walking and cycling.

The focus on supporting future population and business growth in key urban and town centres, coupled with the planned enhancements to the public transport network, will support a strong network of centres in Greater Christchurch.

### *5.3 Provision of strategic infrastructure that is resilient, efficient, integrated and meets the needs of a modern society and economy.*

Strategic infrastructure networks include those required to:

- Manage wastewater and stormwater, and provide safe drinking water
- Provide for energy needs – household, business and transport
- Provide communication and digital connectivity
- Transport people and goods (covered under *Opportunity 6: Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities*).

For infrastructure networks provided by local councils, including water infrastructure, each council is required to prepare an infrastructure strategy, and supporting network and catchment plans, to ensure there is sufficient capacity to meet current and future demands, and that environmental standards are met. Infrastructure strategies are updated based on changes to growth projections, such to inform decisions on infrastructure investment.

Telecommunications and energy infrastructure are provided by state-owned enterprises and the private sector. Telecommunications infrastructure is fundamental to the digital transformation of public and private infrastructure, while electricity infrastructure is fundamental to the transition to a low emissions future.

A key issue is the need to ensure that infrastructure is provided that meets the needs of mana whenua for the development of kāinga nohoanga on Māori Land, with a particular focus on MR873 at Tuahiwi. While policy and plan changes have occurred to enable kāinga nohoanga in Greater Christchurch, this has not been supported with investment in infrastructure. Within Greater Christchurch's urban areas, it is assumed that the development of kāinga nohoanga will be able to be accommodated within the capacity of existing infrastructure or through planned infrastructure upgrades.

The close alignment of infrastructure provision with the growing and changing needs of people, communities and businesses requires strong partnerships and joint planning, including:

- Partnering with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve Land to ensure that there is sufficient capacity, and feasible access to, local networks; while also supporting mana whenua with upgraded infrastructure where needed within urban areas to enable kāinga nohoanga
- Establishing strong partnerships with providers of energy and digital technologies, and ensuring that planning for telecommunications and energy infrastructure is well integrated with new development.

#### **Current and planned state of strategic infrastructure networks**

- Wastewater networks have capacity to meet growth over the next decade, although some specific locations or sites may require infrastructure upgrades or alternative solutions to enable development. This includes MR873 at Tuahiwi, where a bespoke approach to the funding and delivery of services may be needed.
- The suburbs of Shirley and Aranui in Christchurch are serviced by a vacuum sewer system, which are at or near operational capacity and currently with no feasible solution to increase capacity.
- Most sites have the ability to mitigate stormwater effects on-site, or have planned local catchment solutions and programmes to address water quality and quantity issues. For some sites, on-site mitigation infrastructure may be required that will add to development costs. However, this does not preclude development from occurring.
- In Christchurch, major water supply upgrades have been completed or are planned for completion over the next 10 years. A focus for water supply assets will be over \$200 million invested in the improvement and maintenance of the reticulation network. This will reduce leakages and improve the long term sustainability of the water supply, ensuring these assets remain fit-for-purpose to accommodate future growth and to meet required water quality and health standards.
- Growth in the use of electricity for transport will necessitate greater provision of electric charging networks in Greater Christchurch. This is expected to be provided by the private sector. Over time, there may be a requirement for greater local generation of green energy. The provision of reliable renewable energy will be important for achieving a low carbon future for Greater Christchurch.
- The National Grid will continue to play an important role in electrification of the economy and will need to be protected. Long-term planning for the maintenance, operation, upgrading and development of the National Grid needs to be facilitated and supported. While existing National Grid assets are identified on the Spatial Plan maps, new development will necessitate new assets, particularly to connect to new generation.
- Telecommunications technology is continually changing to meet the expectations of customers for new, faster and uninterrupted digital experiences. The challenge is finding locations to increase the density of telecommunications networks to meet the demand generated by growth. Redevelopment and new growth areas need to integrate network infrastructure with land use and the needs of communities.

*5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy.*

Greater Christchurch is a business and research hub for primary production across Canterbury and the South Island. Primary production is one of the key drivers of our economy and employment. A strong agricultural economy supports growth and development in the rest of the economy due to its linkages with research, manufacturing, and transport. Quarries also play an important role in urban growth and development. Consideration needs to be given to their location, operation, and function, to ensure a reliable and affordable future supply of aggregates and that adverse impacts on communities and the environment, including potential effects on groundwater and drinking water sources, can be appropriately managed. This includes the rehabilitation of quarry sites once extraction ceases.

Primary production activities are located within Greater Christchurch, and urban growth can impact these land uses and rural communities. Some of these effects can be positive, bringing new people and amenities to rural areas. However, there are also adverse effects of urban growth which need to be managed.

It is recognised that primary production activities can have adverse effects on existing urban areas. This is commonly addressed through Regional and District Plans through provisions like setback, noise controls, odour and dust limits etc. This should continue in balance with 'greenfield' development in locations that ensure primary production activities can continue, while ensuring residential areas remain pleasant places to live.

There is need for primary production activities to be able to expand or change in response to new markets and new issues, including transforming to a lower emissions economy. A growing primary production industry creates opportunities for other industries to prosper.

#### *5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.*

Greater Christchurch has significant tertiary education and research capability. This includes four tertiary institutes and several research institutes, including six of the seven Crown Research Institutes in Aotearoa New Zealand.

There are more than 25,000 tertiary students across the four tertiary campuses in Greater Christchurch. The majority of these institutions are located outside of the significant urban centres of Greater Christchurch, and may be impacted by urban growth. Improved public transport links to campuses will enhance integration with Greater Christchurch.

Tertiary and research institutes need to be provided for and protected as these institutions are providing the skilled workers of the future as well as key drivers creating and adopting innovations, and providing more sustainable ways for our communities and businesses to operate.

## Part 3 – Connecting people and places

### Opportunity 6: Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities

*A transformational shift in how people travel is needed to achieve major reductions in transport emissions. This is one of the biggest challenges facing Greater Christchurch and will require substantial improvements in its transport system. The Spatial Plan takes an integrated approach to strategic land use and transport planning to provide a pathway to achieving a more sustainable, accessible and equitable transport future.*

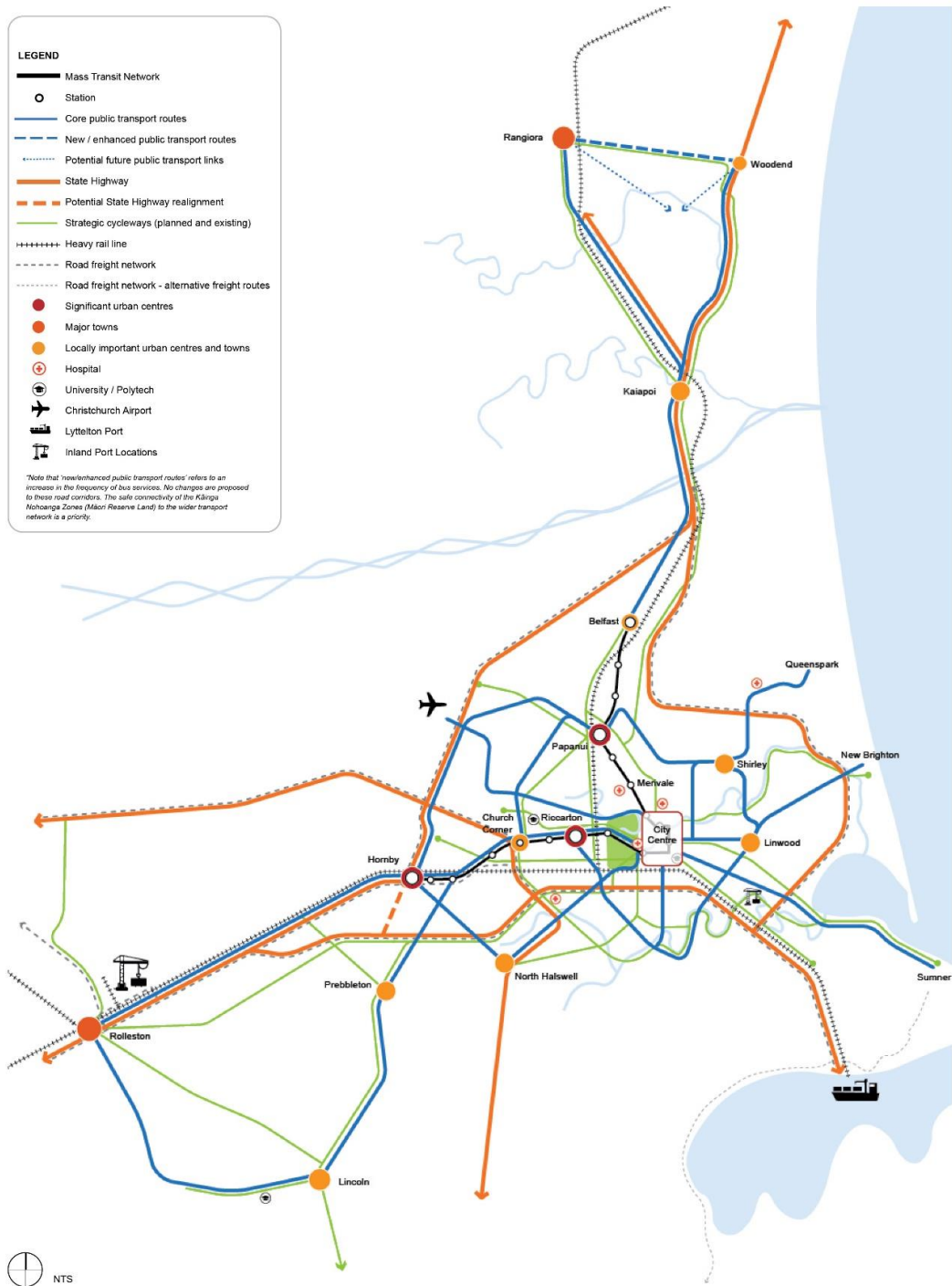
#### Context

- There is a strong dependence on cars to travel in Greater Christchurch.
- Population growth will continue to increase the vehicle kilometres travelled by cars and other light vehicles based on current travel patterns. Substantial reductions in vehicle kilometres travelled by the light fleet is needed to achieve emissions reductions targets.
- Growth in vehicle kilometres travelled will also increase congestion, which has implications for health, safety, amenity, productivity and the environment.
- Shifting transport choices away from cars requires significant improvements to public and active transport, and measures to encourage people to change their travel behaviour; along with an urban form that supports people to take shorter trips to meet their daily needs and activities.
- The prosperous development of kāinga nohoanga on Māori Reserve Land requires significant improvements to levels of accessibility to surrounding transport networks and services.
- The volume of freight is forecast to continue to increase in the future, while the emissions from heavy transport needs to decrease to support reductions in transport emissions.
- The strategic road and rail networks are essential for moving goods into, out of and within the city region, and supporting it to be the primary logistics hub for Te Waipounamu / South Island.

#### Direction

- 6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micro mobility
- 6.2 Significantly improve public transport connections between key centres
- 6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga
- 6.4 Develop innovative measures to encourage people to change their travel behaviours
- 6.5 Protect the effective operation of the freight network

Map 15: Transport network



## Direction

### *6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micromobility*

A key component of the focus on targeted intensification is the creation of an urban form that supports and encourages as many trips as possible being made by active travel – walking, cycling and other modes of micro mobility (such as scooters). Achieving this requires not only an increase in density of development in centres, but also a commitment to urban design that prioritises active travel within and between communities – making it safe and convenient.

Some ways that active travel could be supported include ensuring good walking and cycling access within local communities and to local centres; extending the network of dedicated cycleways and cycle lanes to create a comprehensive network that connects key centres and destinations; creating low speed zones and limited access streets in residential areas; and rebalancing the use of roads and streets to reflect the functions of place and movement.

### *6.2 Significantly improve public transport connections between key centres*

Reducing the reliance on cars means encouraging people to use public transport more often. This requires significant improvements to public transport services to ensure they offer an attractive alternative to cars for a broader range of trips, particularly those less suited to active travel.

An important first step to improving Greater Christchurch’s public transport network is to accelerate the implementation of planned improvements to the existing bus network, as set out in the Greater Christchurch Public Transport Futures programme. This involves frequency improvements coupled with infrastructure investments that will support faster and more reliable journey times on core bus routes. These core routes provide connections to Christchurch’s Central City and other key centres where more intensive development is planned. The programme includes reallocation of road space on core routes to enable priority way for buses.

A key feature of the future public transport network in Greater Christchurch is the proposed mass rapid transit service that would offer a high frequency and capacity ‘turn-up-and-go’ service on the strategic growth corridors along Papanui Road and Riccarton Road, linking with the Central City. The delivery of this service would involve a phased implementation, starting initially between Papanui and Church Corner, then extending to Belfast and Hornby, and with improved connections to key towns in Selwyn and Waimakariri.

Higher density residential and commercial development within the walkable catchments of mass rapid transit stations would support a higher share of trips being made using public transport, which would in turn support frequency and capacity improvements.

### *6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga*

Planning and investing in improved accessibility to Māori Reserve Land by public and active modes of transport is necessary to support the prosperous development of kāinga nohoanga in Greater Christchurch. Delivering better connections to Māori Land, as well as supporting kāinga nohoanga within urban areas with improved accessibility, will involve a partnership approach between mana whenua, and councils and Waka Kotahi.

The development of Greater Christchurch’s transport network in the future must also not preclude or prevent the development of Māori Reserve Land as settlements to their fullest extent possible. This includes ensuring that Māori Land is not used or taken for public infrastructure required to service development on adjoining or proximate land.



#### *6.4 Develop innovative measures to encourage people to change their travel behaviours*

A significant change in travel behaviour needs to occur to meet the objective for a more sustainable, accessible and equitable transport system in Greater Christchurch. Achieving mode shift from cars to public and active modes of transport will be particularly important for reducing vehicle kilometres travelled by cars and other light vehicles, and contributing to emissions reduction targets.

The focus on targeted intensification in urban and town centres, and along public transport corridors, together with the proposed improvements to public and active modes of transport, will provide a strong platform for the shift away from cars. However, reducing the reliance on cars will also need to be supported by planning and investing in systemic changes in travel behaviours, recognising the massive shift that needs to occur largely within the next decade.

Some ways that effective travel demand management and behaviour change initiatives could be delivered include building awareness and understanding about the range of low emissions travel options through information and education initiatives; incentivising the use of public and active transport through appropriate pricing and promotions; managing car parking policies; and supporting central government investigations into future road pricing options.

#### *6.5 Protect the effective operation of the freight network*

As the main freight and logistics hub for Te Waipounamu / South Island, it is essential that the development of Greater Christchurch continues to support a well-functioning freight network. This means ensuring that the strategic road and rail connections to key freight and logistics hubs, including the Port of Lyttelton, Christchurch Airport and the inland ports at Rolleston and Woolston, are not compromised by development and uncontrolled growth in travel demands on the network.

This is likely to require steps in the future to prioritise the use of road space on strategic freight routes, primarily the state highways, and to direct housing development away from those routes to ensure that the amenity of residential areas are not compromised. In some cases, it may be necessary to consider relocating strategic freight routes to reduce the potential conflict with residential and commercial intensification.

Shifting freight from road to rail and coastal shipping will help to reduce emissions from freight, as well as reduce the pressure on the road network in Greater Christchurch.

In the longer term, the heavy rail corridor may provide some additional passenger service opportunities to complement and integrate with the MRT network proposed in this plan, once that new infrastructure is in place. It is acknowledged that this would require significant investment and would need to be done in a way that does not compromise the critical role this network plays in freight distribution.

## Implementation

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### Joint work programme

The partnership has developed a joint work programme comprising key actions and initiatives, and a selection of Priority Areas, that will help to implement the direction of the Spatial Plan. The work programme will also inform the investment decisions made by partners.

An indication of what each component of the joint work programme will entail is provided below, along with how they align with the six opportunities of the Spatial Plan.

The partnership will agree the scope and resources needed to deliver the joint work programme.

The Greater Christchurch Partnership Committee will receive biannual updates on the progress of the joint work programme.

The Spatial Plan is an enduring document, with the scope for new Priority Areas, key actions and initiatives, and tools being added to the joint work programme if they should arise in the future. The plan will be reviewed and updated (as needed) every five years. In accordance with the NPSUD 2020, the Future Development Strategy component of the plan will be reviewed and updated (as needed) every three years.

Action / Initiative	Purpose	Opportunity 1: Protect historic heritage and sites and areas of significance to Māori	Opportunity 2: Reduce risks from natural hazards and climate change	Opportunity 3: Protect, restore and enhance the natural environment	Opportunity 4: Support thriving communities with diverse and affordable housing	Opportunity 5: Provide space for businesses and the economy to prosper	Opportunity 6: Prioritise more sustainable modes of travel	Supporting Agencies	Timing
Greater Christchurch Transport Plan (including Mass Rapid Transit)	To plan and coordinate the development of an integrated transport system that will encourage mode shift, reduce vehicle kilometres travelled and transport emissions, and help shape the urban form.							Urban Growth Partners	Ongoing
Kāinga Nohoanga Strategy	To provide direction to partners on how to support and enable kāinga nohoanga on Māori Land and within urban areas.							Urban Growth Partners	Ongoing
Priority Areas	To enable aligned and coordinated action across multiple agencies to inform and prioritise investment to achieve change and growth that will not be delivered by the market on its own.							Urban Growth Partners, Relevant Crown Partners, Developer Sector	To be determined
Joint Housing Action Plan	To create a housing action plan that ensures the entire housing continuum is working effectively to provide quality, affordable housing choice and diversity.							Urban Growth Partners, Community Housing Providers, Developer Sector	Short term

Blue-Green Network Strategy (including Green Belt Concept)	To develop an integrated blue-green network strategy reflecting the blue-green network principles and environmental directions. This strategy will also include investigating options to establish a Green Belt Action Plan.							Urban Growth Partners	Medium term
Economic Development Plan	To create a comprehensive economic development plan that integrates and coordinates existing strategies and plans to realise the Spatial Plan's aspirations for economic prosperity.							Urban Growth Partners, Relevant Crown Partners, Economic Development Agencies, Canterbury Employers Chamber of Commerce, Tertiary Education Providers	Medium term
Statutory tools	To assess, propose and implement the suite of statutory tools that will give effect to the Spatial Plan, improve the feasibility of intensification, and enable delivery of the joint work programme.							Urban Growth Partners	Short term
Non-statutory tools	To assess, propose and implement the suite of non-statutory tools that will give effect to the Spatial Plan, improve the feasibility of intensification, and enable delivery of the joint work programme.							Urban Growth Partners	Medium term

**Key**

	Major contribution to the opportunity
	Moderate contribution to the opportunity
	Minor contribution to the opportunity

## Tools

Tools that enable the Spatial Plan to deliver on its directions can either be statutory or non-statutory. Previous growth plans and strategies have predominantly focused on statutory tools, which have been implemented by councils. The partnership believes a more flexible approach comprising a mix of statutory and non-statutory tools will be more effective in delivering on the outcomes sought by the plan.

The joint work programme will consider a broad range of both statutory and non-statutory tools to be used for selection by the partnership. The responsibility for implementing these tools will reside with the partner that has the authority or is best suited to deliver the tool.

## Partnerships

The partnership is committed to showing visible leadership and using a collaborative approach to address the issues identified for Greater Christchurch. Although implementation of the Spatial Plan will principally be the domain of councils, mana whenua and government agencies, the private sector, third sector and community also have a key role to play in ensuring the shared vision for the future is realised.

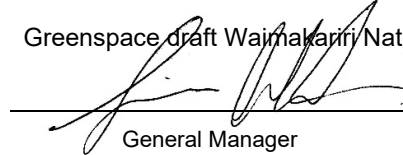
Coordinated action with infrastructure providers and the development sector will be of particular importance to enabling the type and scale of development needed to achieve the desired pattern of growth. It will be crucial that investments are aligned with the planned direction set out in the Spatial Plan, which will require strong working relationships between councils, infrastructure providers, developers and the property sector.

## Monitoring

The partnership will establish an implementation plan and mechanisms to monitor progress in achieving the opportunities, directions and key moves set out in the Spatial Plan, and for reporting on progress of the joint work programme. The progress made on the work programme will be reported bi-annually to the Greater Christchurch Partnership Committee. The partnership must also undertake monitoring as required by the National Policy Statement on Urban Development which will inform future development capacity assessments.

The Spatial Plan will be reviewed every five years, incorporating the latest release of census information from Stats NZ. This will ensure that future iterations of the plan can respond to changing demographic, social, economic and cultural factors. In accordance with the NPSUD 2020, the Future Development Strategy component of the plan will be reviewed every three years following the preparation of the latest Housing and Business Development Capacity Assessment.

The joint work programme should be reviewed and updated every three years to coincide with council's long term planning processes to ensure the partnership prioritises and adequately resources the delivery of the Spatial Plan (and its future iterations).

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** RES-35-07/TRIM Number 240215022513**REPORT TO:** Council**DATE OF MEETING:** 5 March 2024**AUTHOR(S):** Veronica Spittal, Principal Policy Analyst: Climate Change & Sustainability**SUBJECT:** Greenspace draft Waimakariri Natural Environment Strategy**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)

  
General Manager


  
Chief Executive
**1. SUMMARY**

1.1. The purpose of this report is to seek Council approval to adopt the draft Waimakariri Natural Environment Strategy (WNES) suite of documents for release for public consultation via the 2024/34 Long Term Plan Process after final sign-off by the Mayor and Chief Executive. These four documents are circulated separately to Councillors and include the:

- WNES Draft Biodiversity State of Environment Report
- WNES Draft Our Environment – Our Future Summary document
- WNES Draft Our Environment – Our Future Strategy document
- WNES Draft Implementation Plan.

1.2. The 30-year strategy, aimed at protecting and enhancing the Waimakariri District's natural ecosystems, and in particular its special indigenous biodiversity, promotes environmental, cultural, social and economic wellbeing as required by the Local Government Act 2002.

1.3. The results of the pre-consultation process supported by the Council at a workshop on 21 November 2023 are reported on and the recommendations put forward by the Natural Environment Strategy Project Control Group (NES PCG) have been included in the final draft documents.

**Attachments:**

- i. Summary of pre-consultation feedback and NES PCG responses, Trim 240222027425
- ii. Copy of all submissions, Trim 240221026198 (In Committee)  
*(Attachments (i) and (ii) to be circulated separately)*

**2. RECOMMENDATION****THAT** the Council:

- (a) **Receives** Report No. 240215022513.
- (b) **Adopts** the recommendations from the Natural Environment Strategy Project Control Group regarding the feedback from the pre-consultation process as outlined in the pre-consultation summary document, Trim 240222027425.
- (c) **Delegates** the final sign-off of the Waimakariri Natural Environment Strategy suite of documents to the Mayor and Chief Executive.

- (d) **Approves** the Waimakariri Natural Environment Strategy suite of documents for release for public consultation via the 2024 Long Term Plan process.
- (e) **Approves** that the report be made public; however, that Attachments i and ii remain public excluded to protect the privacy of natural persons, including that of deceased natural persons as per LGOIMA Section 7(2)(a).

### 3. **BACKGROUND**

- 3.1. The purpose of the strategy is to provide direction for the Council's investment in protecting and enhancing natural ecosystems within the district through the development of a long-term vision and objectives (30 years), and a ten year programme of works which takes steps towards achieving this vision.
- 3.2. The strategy's primary focus is about Council getting its own house in order by recognising the need to provide space for nature in its business practices and plans, and on its own land. However, the challenges faced by the district's voluntary environmental sector, as identified at a environmental forum initiated by the Council in late 2021, are also recognised. Actions in the Implementation Plan (IP) that support this sector include contestable funding for community groups, project partnerships, support for SNA landowners, and increased specialist biodiversity capacity to provide information, educational resources and events.
- 3.3. The original impetus for this project was the recognised lack of a unifying document that holistically linked all of Council's environmental policies, practices, and plans. Identified risks included:
- Inconsistency of approach between departments
  - Duplication of efforts, both internally and externally
  - Ineffective use of resources through lack of prioritising.

The Strategy takes this one step further and seeks to embed consideration of the natural world in all of Council's business practices in the recognition that all aspects of life rely on a thriving natural environment, including our physical and mental health, economy, and culture.

- 3.4. Project governance has been overseen by a NES PCG consisting of Councillors Blackie and Mealings and the General Manager Community and Recreation, Greenspace Manager, Principal Policy Analyst: Climate Change & Sustainability and the Ecologist-Biodiversity in accordance with an agreed terms of reference (Trim 210813133554). Technical advice has been provided by subject matter experts from Greenspace, 3 Waters, the Development Planning Unit and Strategy and Business via a Natural Environment Strategy Technical Advisory Group (NES TAG). Terms of reference for this group can be found in Trim 210812132675.

### 4. **ISSUES AND OPTIONS**

- 4.1. The Implementation Plan (IP) includes 124 actions and the majority of these are already funded through existing Council budgets or Better Off Funding. Many of the actions only require staff resource to implement and IP action 1.2.1.2 provides for an additional biodiversity officer and ranger to be employed.
- 4.2. Thirty-one actions require additional funding and funding options to implement the WNES are being canvassed via the 2024 Long Term Plan consultation process. These are option A costing \$4.1million over 10 years, option B costing \$2.8 million and option C costing \$1.8 million. Option C will enable the Council to meet its new legislative requirements under the National Policy Statement for Indigenous Biodiversity (NPSIB) as well as continue work already underway. Option B will include this as well as actions prioritised in the IP as 'very important' and Option A will allow significant progress to be made on the strategy's key strategic actions.

### **Implications for Community Wellbeing**

- 4.3. The subject matter of this report has implications for community wellbeing. Community wellbeing and the environment are intrinsically linked, for in order for people to prosper the environment must prosper. Globally, environmental degradation including the loss of indigenous biodiversity is occurring at such an extent the life-supporting capacity of ecosystems has now become threatened.
- 4.4. Nature-based solutions can be a very cost-effective way of mitigating and buffering climate impacts and healthy and diverse ecosystems can adjust more effectively to climate threats. The Chair of the Intergovernmental Panel on Climate Change (IPCC) stated at the 2<sup>nd</sup> World Ocean Summit Asia-Pacific in 2022 that *“Maintaining planetary health is essential for human and societal health and a pre-condition for climate-resilient development”*.
- 4.5. The Ministry for the Environment November 2023 ‘Briefing for Incoming Ministers - Environment, Climate Change and RMA Reform’ states that *“our natural infrastructure is an asset. It helps to regulate our climate, prevent erosion and landslides, protect our coastal environment from storm surges, improve water quality and regulate flooding while supporting cultural values, health and wellbeing, improving biodiversity and providing economic opportunities and resilience”*. The report noted that our natural infrastructure was under pressure with more than 3,200 of New Zealand’s known indigenous species being threatened or at risk of extinction partly due to loss of habitat and only 10% of wetlands remaining in 2010 compared with pre-human existence.
- 4.6. The Waimakariri District has less than 10% indigenous cover left, and this reduces to less than 0.5% in some areas. Much of what is left is contained within small and fragmented sites that are ‘acutely threatened’. Entire ecosystems can collapse below a 10% threshold, putting our indigenous flora and fauna, and the ecosystem services they provide, at significant risk. Planting new sites is expensive and they take a long time to mature. The protection and expansion of our naturally occurring, rare and special ecosystems is extremely important as it is difficult to reproduce the unique character and richness of the habitat that has been lost. We need to reclaim our unique identity by protecting what remains and recreating degraded and lost ecosystems.
- 4.7. Transforming our relationship with nature is the key to a sustainable future. The socio-economic impacts of climate change are increasingly being felt and these are expected to ‘escalate with every increment of warming’ (MfE briefing to incoming government). Wetlands and indigenous forests can play a significant role in sequestering carbon while protecting against natural hazards such as flooding and landslips.
- 4.8. New Zealand promotes itself in the world as a place of unspoiled nature and increasingly many of our overseas markets will demand proof of our protection of the environment as part of their willingness to support our products. Taking action to protect and restore biodiversity also creates nature-based jobs and supports eco-tourism. This is reflected in the Waimakariri Visitor Marketing Strategy 2020-25 which lists *‘protecting our nature, heritage and culture’* as a key objective for attracting visitors. The WNES Implementation Plan contains several actions to improve public accessibility to some of our special places and also allows for the potential development of an eco-tourist park on Lineside Road.
- 4.9. Finally, research shows that people who are more connected with nature are usually happier in life and more likely to report feeling their lives are worthwhile. Improvements to physical wellbeing and lower levels of poor mental health are also associated with connection to nature. Nature is part of our identity, providing a sense of place, creative inspiration, and opportunities to engage in cultural practices and recreation. Disconnection from this or living in degraded environments can negatively impact on physical, social and cultural wellbeing.



4.10. The Management Team has reviewed this report and supports the recommendations.

## 5. **COMMUNITY VIEWS**

### 5.1. **Mana whenua**

- 5.1.1. The WNES is of relevance to Te Ngāi Tūāhuriri hapū. Representatives from Ngāi Tahu and Te Ngāi Tūāhuriri Rūnanga were invited to the 2021 Waimakariri District Environmental Forum, the outcome of which helped to inform this strategy. A member of Te Ngāi Tūāhuriri Rūnanga attended the forum and others who were unable to attend asked to be kept in the loop. These people were invited to provide feedback as part of the pre-consultation process.
- 5.1.2. Representatives for the Ngāi Tūāhuriri Rūnanga discussed the WNES during a joint Runanga/Council meeting on 16 February 2024 and expressed general support for the strategy due to its focus on indigenous planting and protecting natural values. Of particular importance for the Rūnanga was the protection, maintenance, and enhancement of the water resource in the area. Whilst the strategy does not directly deal to water quantity and quality to avoid duplication with the ECan Zone Implementation Programme Addendum (ZIPA), a number of the Implementation Plan actions will help to improve water quality in the District.
- 5.1.3. The Rūnanga requested the reference to 'Te Ao Māori' in the Biodiversity State of Environment Report be changed to 'Mana Whenua' and a description of the Rūnanga be included, as detailed in the 2013 Mahaanui Iwi Management Plan. Reference also to be made in the report that the waterways and particularly the River Cam were the lifeforce of the Rūnanga and remain tapu.

### 5.2. **Groups and Organisations**

- 5.2.1. There are a wide range of groups and organisations likely to show an interest in the subject matter of this report.

#### ***Early Engagement***

- 5.2.2. Thirty-three groups and organisations attended the 'Partnering for Environmental Action' Forum hosted by the Council in 2021 to identify the challenges and opportunities for environmental groups. These included representatives from Arohata te Awa, Ashley Gorge Tracks Group, Ashley Gorge Reserve Advisory Group, Ashley/Rakahuri Rivercare Group, Birds NZ, Braid Inc, Canterbury Botanical Society, ECan, ESR crown research, Hurunui District Council, Kaiapoi East Residents Association (KERA), Keep Oxford Beautiful, Keep Rangiora Beautiful, Matawai Park Reserve Advisory Group, North Canterbury Fish and Game, Northern Pegasus Bay Advisory Group, Ohoka Bush, QEII Trust, Rangiora Community Garden, Rayonier Forestry (Matariki Forests), Sefton Saltwater Creek Catchment Group, Silverstream Reserve Advisory Group, Silverstream Volunteers, Taranaki Reserve Advisory Group, Te Kōhaka o Tūhaitara Trust, Terracentric, Tipu Consultants, Waimakariri Biodiversity Trust, Waimakariri Irrigation Limited, Waimakariri Landcare Trust, Waimakariri Lifestyle Block Owners Group, Waimakariri Water Zone Committee, and the Working Waters Trust.
- 5.2.3. Access to resources and knowledge were the main challenges identified followed by the lack of an agreed vision and not working together. Increased collaboration was highlighted as offering the most opportunities for groups followed by increased resources, educating community about the value of nature, learning about and integrating Māori culture into environmental practices, increasing knowledge and working towards the achievement of an agreed vision.
- 5.2.4. The Strategy is an attempt to develop a collective vision for the District that 'Our healthy and resilient natural environment sustains our ecosystems, our

communities and our future'. The overarching goal of the strategy is that 'We work together to ensure Waimakariri's natural environment is valued, protected, restored and celebrated'.

- 5.2.5. The issues faced by the voluntary sector have been considered throughout the development of the strategy and many of the actions are intended to make a start in addressing these.

#### **Pre-consultation**

- 5.2.6. At a 21 November 2023 workshop Council agreed that the draft WNES documents could be released for targeted pre-consultation to environmental groups that attended the environmental forum in 2021, but also requested pre-consultation be carried out with the community boards. Staff presented to the 7 December 2023 All Boards meeting and invited members to provide feedback either as a community board or as an individual board member. Comments made by Councillors and staff at both meetings were treated as pre-consultation feedback.
- 5.2.7. The pre-consultation period ran from 30 November 2023 until 30 January 2024 and 13 submissions were received. The six organisations/groups represented included the Waimakariri Biodiversity Trust, Waimakariri Irrigation Ltd, Kaiapoi Food Forest, Hurunui District Council, Waimakariri Landcare Trust and the Canterbury Botanical Society. Feedback was received from three Rangiora-Ashley Community Board members, one Kaiapoi-Tuahivi Community Board member and one Oxford-Ohoka Community Board member. A member of the Sefton Saltwater Creek Catchment Group provided feedback as an individual rather than as a member of that group. A member of the Council's Roding Unit also provided comments. The feedback, and the NES PCG recommended responses to this is attached to this report.
- 5.2.8. Overall, the level of support expressed for the WNES was very encouraging, with positive comments made about the comprehensive nature of the documents and the stated intention to more adequately prioritise the natural environment in Council's day to day business.

#### **Document design**

- 5.2.9. The Waimakariri Biodiversity Trust recommended that the strategy documents be redesigned to make them more public facing and reduce duplication of content. In response to the Trust's feedback a new page has been added to the summary document about '*why it matters*' to make this a more comprehensive public facing document and a new appendix defining park types was added to the strategy document. Hyperlinks will be provided to the full suite of documents on Council's webpage.

#### **Strategic framework**

- 5.2.10. Some community board members suggested that the key theme '*Prioritise nature*' could be interpreted to mean "at any expense or cost". Other respondents, particularly the environmental groups, were very supportive of nature being given a higher priority than at present. The NES PCG's preference was to leave the name of strategic direction 4 as it was because the message it sent was a key aspect of the strategy.
- 5.2.11. The group considered the heading '*Prioritise Nature*' was defined as long as it was read in conjunction with the desired outcomes listed below the heading '*The District's natural environment is valued as critical infrastructure, essential to our wellbeing and the survival of other species we share earth with*' and the explanation provided in the strategy for the theme.

5.2.12. Two significant changes were made to the strategy's strategic framework as a result of feedback received.

- The strategy's vision statement was changed from *'The Waimakariri's natural environment is healthy and resilient, sustaining ecosystems, communities and our future'* to *'Our healthy and resilient natural environment sustains our ecosystems, our communities and our future'*. This was to make it clearer that the vision was intended to be an 'end state' rather than representative of the work to be done to bring this about.
- Strategic Direction 4 was changed from *'Create healthy and resilient ecosystems'* to *'Sustain and create resilient ecosystems'* to better reflect the prioritisation given to protecting the District's remaining indigenous ecosystems in the Our Environment-Our Future strategy document.

### Climate change scenarios

5.2.13. Some community board members wanted to see a range of community views on climate change represented in the strategy and an alternative climate change view was presented as a submission. The NES PCG considered that the climate change information contained within the strategy needed to be consistent with Council's overall approach to climate change science which is established by its Climate Change Policy. This Policy which was adopted after a robust public consultation process in 2020, states the following principle.

*'Informed decision-making – Council will use the best available information to understand the potential impacts of climate change and the available options for responding to those impacts, including their costs and benefits. Council will make this information available to engage in meaningful conversations with its communities.'*

5.2.14. The best available information in this context means relevant New Zealand government legislation, climate change reports from government agencies such as the Climate Change Commission and the Ministry for the Environment as well as advice from the Intergovernmental Panel on Climate Change (IPCC). As a number of scientists have alternative points of view on this subject it is important for Council to rely on official government advice, and IPCC advice which is arrived at by consensus between many scientists and subject to an extremely robust international peer review process.

### Funding

5.2.15. Feedback from some community board members supported a moderate approach to funding. The two environmental groups who commented on funding requested that Council be more ambitious in its approach with one stating *"the intention must be matched by funding commensurate to the scale of this task"*.

### Minor changes

5.2.16. Several other changes were made as outlined in the feedback document. The more significant of these were adding community food forests to the strategy's scope, food scarcity as an issue to the nature-based solutions table and including the Tūhaitara Coastal Park land to the natural park performance measure commentary. The documents were also amended as necessary to reflect changes and proposed changes to government legislation. New actions were added about promoting community food forests and participating in the development of a regional blue-green infrastructure network which is currently a draft action in the Canterbury Climate Partnership Plan.

### Changes NES PCG supported but did not recommend including at this time

- 5.2.17. The comment was made that the WNES provided a great opportunity for the 6000 or so lifestyle blocks throughout the District and more consideration should be given to specifically targeting this group in the next iteration of the strategy. The same comment was also made about including farmers. The Implementation Plan includes some actions relevant to these groups and nothing in the strategy prevents Council responding to specific demand from different sectors.
- 5.2.18. The Waimakariri Biodiversity Trust considered the 10% indigenous vegetation target for the District (currently mandated as a minimum by the NPSIB) not to be ambitious enough given the small amount of indigenous biodiversity remaining in the District and requested a minimum indigenous revegetation target of 25% on Council-owned land over the next decade with 90% of all new plants and trees to be indigenous. They also requested that the number of trees planted on Council land start with 70,000 within the next decade as a minimum, doubling each decade to 140,000 by 2044 and 280,000 by 2054. While the NES PCG agreed that more could be done, changing the targets as suggested would require significant additional funding than the \$4.1M currently proposed to implement the strategy. The mandated indigenous biodiversity target and new target established for street trees, which would see another 32,000 street trees to be planted over the next ten years, were considered by the NES PCG to be a realistic starting point. There is also an issue finding suitable space to locate urban street trees which needs to be resolved before significant additional planting can occur.
- 5.2.19. A submitter commented about the implementation section of the strategy highlighting the WNES as a cost and thought more could be done to show the benefits of the proposed actions, for example increased tourism income. The risks of not implementing the WNES were not outlined or costed, such as the cost of cleaning up environmental damage. The NES PCG agreed that the benefits have not been costed and the results from IP action 3.2.1.4 which is a research project to ascertain the economic value of ecosystem services to the District could be included in the future. Some of the risks of doing nothing are outlined in a general way in the *'where we are now'* section of the strategy.

### 5.3. Wider Community

- 5.3.1. The wider community is likely to be affected by, or to have an interest in the subject matter of this report. The following table shows household and individual views from across the District relevant to this report. Satisfaction rates with protecting/enhancing indigenous biodiversity are generally well down on those for the provision of key Council services such as drinking water, waste facilities, library services and parks and reserves. The implementation of the WNES may help to improve satisfaction rates in future surveys.

Community Survey 2019 (426 households)	Customer Satisfaction Survey 2019 (453 households)	Customer Satisfaction Survey 2022 (772 residents)
Over 56% of respondents thought loss of biodiversity was either very or quite environmentally challenging for the District	Satisfaction with protecting/enhancing indigenous biodiversity was 52.5%. Dissatisfaction was 13.9%	Satisfaction with protecting/enhancing indigenous biodiversity was 57%. Dissatisfaction was 15%
Over 70% thought water quality was very or quite	Satisfaction with protecting/enhancing Council controlled waterways was	Satisfaction with protecting/enhancing Council controlled

<b>Community Survey 2019 (426 households)</b>	<b>Customer Satisfaction Survey 2019 (453 households)</b>	<b>Customer Satisfaction Survey 2022 (772 residents)</b>
challenging for the District.	51.6%. Dissatisfaction was 23.4%	waterways was 55%. Dissatisfaction was 26%
91% thought it was important to live in an environmentally sustainable manner	Satisfaction with encouraging sustainability was 43%. Dissatisfaction was 19.6%	Satisfaction with encouraging sustainability was 47%. Dissatisfaction was 20%
Over 70% thought climate change was very or quite challenging for the District.	Satisfaction with responding to climate change was 34.9%. Dissatisfaction was 22.3%	Satisfaction with responding to climate change was 38%. Dissatisfaction was 21%
Over 70% thought the impact of natural hazards was very or quite challenging for the District.	Satisfaction with overall quality of Council Natural Parks was 60.7%. Dissatisfaction was 1.5%	People asked for: <ul style="list-style-type: none"> <li>• Council to show leadership by prioritising climate change, sustainability, and environmental protection.</li> <li>• More information, communication, and education opportunities.</li> <li>• Cleaner and upgraded waterways.</li> <li>• More native planting and street trees.</li> </ul>
	88.3% thought it was important/very important for Council to provide Natural Parks (number 8 out of the ten top ranking activities).	
	86.8% thought it was important/very important for Council to promote/enhance biodiversity (number 10 out of the ten top ranking activities).	

5.3.2. The WNES is included in the Consultation Document (CD) for the 2024/34 Long Term Plan. While the consultation questions are specifically about funding options for the strategy, members of the public are also provided with an opportunity to comment on any other aspects of the WNES suite of documents and these comments will be able to be considered by the Council before the strategy documents receive final sign off.

## 6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

### 6.1. **Financial Implications**

The decisions sought by this report have financial implications as outlined in section 4.1 of this report and the impact of these depends on which implementation option the Council chooses after the public consultation process has been completed. Council's preferred option in the Consultation Document is Option A.

<b>Funding option</b>	<b>Total budget required</b>	<b>Description</b>
Option A	\$4.1M	Includes all WNES actions
Option B	\$2.8M	Includes all legislative and very important actions

Option C	\$1.8M	Includes meeting legislative requirements and work currently underway
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Option A has been identified as having an average rate increase per property of \$8.47 a year, option B of \$5.74 a year and option C of \$2.29 a year.

## 6.2. Sustainability and Climate Change Impacts

The recommendations in this report do have sustainability and climate change impacts as commented on in sections 4.3, 4.4 and 4.6. Caring for natural resources and putting the environment at the heart of decision making is an essential part of climate change mitigation. The impacts of climate change on biodiversity are likely to be significant with many ecosystems already being adversely impacted. One of the key strategic actions in the WNES is to implement a natural environment climate change mitigation and adaptation programme. Programmes of work contributing to this include advocating for nature-based solutions, providing specialised biodiversity input to Council's climate planning, participating in the development of a regional blue-green network, and carrying out additional planting to sequester carbon.

## 6.3. Risk Management

There are risks arising from not adopting the recommendations in this report. These include the potential for increased public dissatisfaction with Council's response to continued biodiversity loss, inefficiencies arising from a lack of knowledge and/or not working in partnership or collaborating with others, and continued biodiversity degradation and loss impacting negatively on community wellbeing and mana whenua.

As noted previously, biodiversity and climate issues are intrinsically linked. Nature-based solutions such as sequestering carbon through tree planting and providing blue-green infrastructure to reduce flooding have co-benefits for both issues. The Council has new legislative responsibilities via the NPSIB and the National Adaptation Plan (although it is acknowledged these could change) which it must meet. Failure to act could affect Council's reputation and credit rating and result in insurance and liability issues further down the track.

## 6.4. Health and Safety

There are health and safety risks arising from not adopting/implementing the recommendations in this report. As outlined in the 'Implications for Community Wellbeing' section of this report human health and wellbeing is reliant on a healthy environment.

## 7. CONTEXT

### 7.1. Consistency with Policy

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

### 7.2. Authorising Legislation

Section 10 (1)(b) of the Local Government Act 2002 requires Council to promote the social, economic, environmental and cultural well-being of communities in the present and for the future. The WNES provides a clear pathway for addressing biodiversity issues that ultimately impact on these four wellbeings.

The strategy helps inform Council's response to the implementation of Te Mana O Te Taiao, Aotearoa, the New Zealand Biodiversity Strategy that was released in 2020.

The strategy also takes account of the National Policy Statement for Indigenous Biodiversity released in 2023 although it should be noted the incoming government has signalled its intention to review this legislation.

### 7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report and include the following:

#### *Environmental*

- *People are supported to participate in improving the health and sustainability of our environment.*
- *Land use is sustainable; biodiversity is protected and restored.*
- *Our district is resilient and able to quickly respond to and recover from natural disasters and the effects of climate change.*
- *Our district transitions towards a reduced carbon and waste district.*
- *The natural and built environment in which people live is clean, healthy and safe.*
- *Our communities are able to access and enjoy natural areas and public spaces.*

#### *Cultural*

- *Public spaces express our cultural identities and help to foster an inclusive society.*

#### *Social*

- *Public spaces are diverse, respond to changing demographics and meet local needs for leisure and recreation.*

#### *Economic*

- *Infrastructure and services are sustainable, resilient, and affordable.*

### 7.4. **Authorising Delegations**

The state of the natural environment impacts everyone and identifying issues and solutions will necessitate cross-Council collaboration. For this reason, consideration of this report by full Council is appropriate.

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** WAT-03 / 240213020236**REPORT TO:** COUNCIL**DATE OF MEETING:** 5 March 2024**AUTHOR(S):** Caroline Fahey, Water & Wastewater Asset Manager**SUBJECT:** Raven Quay Water Renewal – Request for additional budget**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)  
General Manager  
Chief Executive**1. SUMMARY**

- 1.1. This report seeks Council approval to bring forward \$200,000 from the 24/25 financial year to complete the Raven Quay water renewals project in 23/24. The project involves replacement of approximately 140m of Asbestos Cement (AC) water main that has been assessed to be due for replacement.
- 1.2. Construction of the water main at Raven Quay was originally planned for 24/25. However due to a wastewater rising main project being completed across the road this financial year, it makes sense to time both construction activities to minimise disruption to traffic, properties and businesses in the busy Kaiapoi CBD area.
- 1.3. There is \$350,000 water renewals budget available in 24/25 in the draft LTP for water pipeline renewals in Kaiapoi. This will be funded from the Kaiapoi Renewals Fund which has sufficient balance for budget to be brought forward without any rating impact on the Kaiapoi Water Supply.
- 1.4. The design for both the water main renewal and wastewater rising main projects have been completed and the intention is to sole source procure the construction work with the Water Unit. Design of the wastewater rising main has considered future wastewater servicing for the south MUBA area.
- 1.5. Bringing forward construction of the water main at Raven Quay to occur in 23/24 will not have any impact on the delivery of existing capital projects in 23/24. The forecast indicates that 84% (by value) of all capital projects that are currently tracked will be completed.

**Attachments:**

- i. Information Notice Raven Quay Sewer and Water Main Renewals – Trim 240222027094

**2. RECOMMENDATION****THAT** the Council:

- (a) **Receives** Report No. 240213020236.
- (b) **Approves** bringing forward \$200,000 from the 24/25 financial year to complete the Raven Quay water renewals project in 23/24. The project involves replacement of approximately 140m of Asbestos Cement (AC) water main that has been assessed to be due for replacement.



- (c) **Notes** that construction of the water main at Raven Quay was originally planned for 24/25. However due to a wastewater rising main project being completed across the road this financial year, it makes sense to time both construction activities to minimise disruption to traffic, nearby properties and businesses in the busy Kaiapoi CBD area.
- (d) **Notes** that design for both the water main renewal and wastewater rising main projects have already been completed and the intention is to sole source procure the construction work with the Water Unit.
- (e) **Notes** that there is \$350,000 water renewals budget available in 24/25 in the draft LTP for water pipeline renewals in Kaiapoi. This is being funded from the Kaiapoi Renewals Fund which has sufficient balance to enable budget to be brought forward without any rating impact on the Kaiapoi Water Supply.
- (f) **Notes** that bringing forward construction of the water main at Raven Quay to occur in 23/24 will not have any impact on the delivery of existing capital projects in 23/24. The forecast indicates that 84% (by value) of all capital projects that are currently tracked will be completed.

### 3. **BACKGROUND**

- 3.1. As part of ongoing planned water renewals programme to ensure that water reticulation assets are being replaced within their recommended renewal window, a section of approximately 140m of 100mm AC water main in Raven Quay (Kaiapoi) had been assessed to be due for replacement.
- 3.2. It was originally planned to carry out the design portion of the project in 23/24, followed by construction in 24/25. The budgets were set to reflect this in the Annual Plan.
- 3.3. A wastewater rising main renewals project also on Raven Quay (located directly across the road) has been planned for 23/24. Project budget is available in 23/24 for the design and construction of the wastewater main.
- 3.4. The design for both the water main renewal and wastewater rising main projects have been completed and the intention is to sole source procure the construction work with the Water Unit. Design of the wastewater rising main has considered future wastewater servicing for the south MUBA area.

### 4. **ISSUES AND OPTIONS**

- 4.1. Raven Quay is a busy road in the Kaiapoi CBD and the proposed construction activities will require extensive traffic management which will cause major disruption to the traffic, adjacent properties and businesses in the surrounding areas.
- 4.2. Considering both the water renewal and wastewater rising main projects are located on the same road, it makes sense to minimise the disruptions by carrying out the construction activities in the same financial year.
- 4.3. There is existing budget available for the wastewater rising main project to be completed in 23/24. However, there is only design budget available in 23/24 for the water renewals project.
- 4.4. There are two options to be considered for aligning construction activities of both projects to achieve the best outcome for affected stakeholders:
  - 4.4.1. Bring forward construction of the water renewals project from 24/25 to 23/24 to time it with the wastewater project. This will ensure that the wastewater rising main project is able to be completed in 23/24 as planned. This will however require some water renewals budget to be brought forward from 24/25. **This is the recommended option.**

- 4.4.2. Delay the wastewater rising main project by carrying out construction in 24/25 to time it with the water renewals project. This will increase the vulnerability of the wastewater system as the wastewater rising main has been identified to be due for replacement and could fail at any time. This option is not recommended.
- 4.5. Bringing forward construction of the water main at Raven Quay to occur in 23/24 will not have any impact on the delivery of existing capital projects in 23/24. The forecast indicates that 84% (by value) of all capital projects that are currently tracked will be completed.

#### **Implications for Community Wellbeing**

There are implications on community wellbeing by the issues and options that are the subject matter of this report.

Timely renewal of ageing water and wastewater infrastructure will ensure that Council continues to meet its level of service in delivering reliable water and wastewater services to the community.

- 4.6. The Management Team has reviewed this report and support the recommendations.

### **5. COMMUNITY VIEWS**

#### **5.1. Mana whenua**

Te Ngāi Tūāhuriri hapū not likely to be affected by this report however, do have an interest in the subject of water supply and wastewater service.

#### **5.2. Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

Directly affected stakeholders and residents within the immediate vicinity of these works will be informed of the programme of works by Council Staff and the Contractor when the construction contract has been tendered and awarded. The Contractor will liaise with the stakeholders throughout the project to ensure disruption is limited.

#### **5.3. Wider Community**

The wider community will be informed of the construction project through Waimakariri District Council's social media and a news story on the website prior to construction commencing.

### **6. OTHER IMPLICATIONS AND RISK MANAGEMENT**

#### **6.1. Financial Implications**

There are financial implications of the decisions sought by this report.

This project was originally planned to be designed in 23/24 and constructed in 24/25. There is existing project budget of \$75,000 for design in 23/24, and \$350,000 has been included in the draft LTP for construction of this project and design of other water renewals projects in Kaiapoi in 24/25.

Existing budget of \$75,000 is being spent on design of the Kaiapoi water renewals projects that have been identified for 23/24. This includes Raven Quay and Kynnersley Street.

Bringing forward \$200,000 from 24/25 will increase the project budget to a total of \$275,000. Based on high level project cost estimates, this will be sufficient to complete the water renewals project at Raven Quay this financial year.

These works will be funded from the Kaiapoi Renewals Fund, which has sufficient balance to allow \$200,000 to be brought forward for construction in 23/24 without any rating impact on the Kaiapoi Water Supply.

6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report have considered sustainability and climate change and do not have any adverse or direct impact.

6.3 **Risk Management**

A Safety in Design Review has been undertaken to identify and eliminate Specific Risks involved in the project. All residual risks will be passed onto the Contractor to manage during construction through the construction contract.

6.3 **Health and Safety**

Health and safety risks during construction will be managed through the construction contract, with the successful contractor being required to provide a site-specific health and safety plan for acceptance prior to the works commencing.

7. **CONTEXT**

7.1. **Consistency with Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. **Authorising Legislation**

The Local Government Act and Water Services Act are relevant in this matter.

7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

The following community outcomes are relevant in this matter:

- There is a safe environment for all.
- Core utility services are provided in a timely and sustainable manner.

7.4. **Authorising Delegations**

The Council has the delegated authority to approve the recommendations in this report.

## INFORMATION NOTICE - FEBRUARY 2024

# Raven Quay Water Main and Rising Sewer Main Renewal

**We're replacing 130m of water main and 120m of sewer main along Raven Quay between Black Street and Williams Street.**

The existing pipes have limited life expectancy and need replacing. The new water pipes will provide a better level of service to residents for years to come.

The works will be tendered shortly, with construction planned in March–May 2024 and estimated to take a duration of five weeks. You will be notified prior to any physical works commencing.

During construction traffic management will be in place with vehicle access in and out of properties maintained where possible.

### The work will include

- Renewal of 130m of water main between Raven Quay No. 101 and 121.
- Renewal of 120m of sewer main between Raven Quay pump station and Williams Street Bridge.

### Timing of work

March–May 2024.

### How the work may affect you

This is routine upgrade to the water and sewer system, however there will be impacts in terms of noise and access along the street – typical of this type of construction work.

### Traffic impacts

While some of the works will be completed at night, traffic management will be in place along the intersection of Raven Quay and Williams Street. There may be changes to traffic patterns and lane closures while works are being completed. This may cause minor delays in accessing your property and loss of parking in the area of the works.

**Thank you for your patience while we complete this work.**

### For more information please contact

#### Emily Brucks

Project Manager

#### Waimakariri District Council

**Phone:** 0800 965 468

**Mobile:** 027 332 3307

**Email:** emily.brucks@wmk.govt.nz



**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR INFORMATION**

**FILE NO and TRIM NO:** EXT-39 / 240223027698

**REPORT TO:** COUNCIL

**DATE OF MEETING:** 5 March 2024

**AUTHOR(S):** Témi Allinson  
Senior Policy Analyst

**SUBJECT:** Submission: Environmental Canterbury Regional Council Regional Land Transport Plan

**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)

  
General Manager

  
Chief Executive

**1. SUMMARY**

- 1.1 The purpose of this report is to provide Council with the formal opportunity to ratify a submission that was submitted to meet Environment Canterbury's (ECan) timeframes but was not able to be received at a formal Council meeting prior to that submission date.
- 1.2 The draft submission was circulated via email to Councillors and the Mayor for their review prior to being finalised by staff.

**Attachments:**

- i. Document 240219023862 – WDC RLTP Submission
- ii. Document 240223027714 – Draft Canterbury Regional Land Transport Plan

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** Report No 240223027698.
- (b) **Ratifies** the attached submission on Environment Canterbury's Regional Land Transport Plan. (TRIM: 240219023862)
- (c) **Circulates** the report and attached submission to the community boards for their information.

**3. BACKGROUND**

- 3.1. Environment Canterbury (ECan) has just concluded a public consultation exercise on its draft Regional Land Transport Plan (RLTP) The consultation closed on 26 February 2024.
- 3.2. The RLTP outlines the current state of the Canterbury Region's transport network, the challenges it faces, and the priorities for future investment.
- 3.3. The Plan makes clear that a resilient and fit for purpose transport system is vital for the continued health, wellbeing, and prosperity of the people and communities of the South Island.

- 3.4. To support continued well-being and prosperity of the region, the transport system must at a minimum work effectively to:
- 3.4.1. Provides the arteries and veins that bring life to our communities.
  - 3.4.2. Provides our communities' connections and allows our communities to function.
  - 3.4.3. Allows people to travel safely and efficiently through our diverse landscapes.
  - 3.4.4. Enables the safe and efficient movement of freight.
  - 3.4.5. Must respond and adapt to a changing climate and emission reduction requirements.
  - 3.4.6. Must support regional prosperity and improve the overall wellbeing of the South Island.:
- 3.5. In line with the minimums identified above, ECan along with other South Island Regional Transport Committees, have jointly identified the following as priority areas for action:
- 3.5.1. Advocacy for transportation in the South Island, including tracking how the National Land Transport Fund (NLTF) is being allocated across the country.
  - 3.5.2. Responding to climate and emission goals
  - 3.5.3. South Island transport network resilience
  - 3.5.4. South Island freight task and associated journeys
  - 3.5.5. South Island tourism transport systems improvements
  - 3.5.6. An enabling funding approach for innovative multi-modal transport options
  - 3.5.7. Exploring opportunities for interregional transport options.
- 3.6. In developing the RLTP, the committee has considered the strategic direction provided by the Government through the Ministry of Transport's Outcomes Framework and the Government Policy Statement on Land Transport.
- 3.7. It is worth noting however that in the time while the Plan was being developed, a new Government has been elected with a new set of priority areas for land transport. The Government has set aside the draft Government Policy Statement on Land Transport (GPS-LT 2023) that was consulted on towards the end of 2023, and work is underway on a new GPS-LT 2024 that is expected to be open for public consultation in the coming weeks.
- 3.8. As the draft RLTP would have taken the policy directions set out in the draft GPS-LT 2023 as a guide for identifying and developing is priority projects, it is unclear what impact GPS-LT 2024 will have on these projects and priority areas.

#### **4. ISSUES AND OPTIONS**

- 4.1 Issues and options in relation to the topic and the subject of the submissions have been canvassed as part of preparing the submissions. The Management Team have reviewed this report and the submission.
- 4.2 There are no anticipated issues with this report. The Council has two options: it may receive the report and the submissions, or request staff to withdraw the submission.

##### **Implications for Community Wellbeing**

There are no implications on community wellbeing by the issues and options that are the subject matter of this report.

- 4.1. The Management Team has reviewed this report and support the recommendations.

## 5. **COMMUNITY VIEWS**

### 5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by the submission.

They are however likely to have an interest in the fact that the draft RLTP acknowledges that going forward, partnering with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve land to ensure that there is sufficient capacity, and feasible access to, local networks is essential.

### 5.2. **Groups and Organisations**

There are groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

### 5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report. The likely impacts will emerge as the range of proposed projects identified in the draft plan are made operational. Council will need to consider these carefully as they unfold.

## 6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

### 6.1. **Financial Implications**

There are no financial implications of the decisions sought by this report.

### 6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report have sustainability and/or climate change impacts.

### 6.3 **Risk Management**

There are no risks arising from the adoption/implementation of the recommendations in this report.

### 6.3 **Health and Safety**

There are no health and safety risks arising from the adoption/implementation of the recommendations in this report.

## 7. **CONTEXT**

### 7.1. **Consistency with Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

### 7.2. **Authorising Legislation**

*Local Government Act 2002*

*Land Transport Management Act (LTMA) 2003*

### 7.3. **Consistency with Community Outcomes**

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

- A place where everyone can have a sense of belonging - Our community has equitable access to the essential infrastructure and services required to support community wellbeing.
- A *place* supported by a resilient and innovative economy - Infrastructure and services are sustainable, resilient, and affordable.

7.4. **Authorising Delegations**

No additional delegations are requested as a result of this report.



23 February 2024

Environment Canterbury Regional Council  
PO Box 345  
Christchurch 8140  
Aotearoa New Zealand

[haveyoursay@ecan.govt.nz](mailto:haveyoursay@ecan.govt.nz)

## WAIMAKARIRI DISTRICT COUNCIL SUBMISSION ON THE DRAFT CANTERBURY REGIONAL LAND TRANSPORT PLAN 2024 - 34

### Introduction

1. The Waimakariri District Council (the Council) thanks Environment Canterbury (ECan) for the opportunity to provide comment on the draft Regional Land Transport Plan (RLTP) 2024 – 34.

### Background / Context

2. Waimakariri District is a high growth district with a current population of 70,000 and is projected to reach 100,000 by 2043. Creating and maintaining efficient transport modes for our growing district is critical.
3. Geographically, socio-culturally, and economically Waimakariri District is primarily a rural district. People identify with and are attracted to a 'country lifestyle'. However, the district's proximity to Christchurch City means it has a significant and growing urban and 'peri-urban' population. Approximately 60 percent of residents live in the four main urban areas of Rangiora, Kaiapoi, Woodend/Pegasus and Oxford. The remainder live in smaller settlements or the district's rural area, including approximately 6000 rural-residential or rural 'lifestyle' blocks.
4. Outside of the main urban areas, the rural settlements that make up the balance of the district are sparsely populated, with these residents often needing to travel significant distances to access basic services. Although there are limited public transport options serving Rangiora, Kaiapoi, Woodend/Pegasus, for much of the district, there are no public transport options available.
5. This effectively means that for most of our district, there are no transport choices other than travel by private vehicle, which makes these settlements almost entirely dependent on improvements in our vehicle fleet and attitudinal shifts to vehicle occupancy to reduce transport sector emissions.

## Submission

6. The Council seeks to make the following general points of submission.
7. Priority areas and investment priorities  
We support the seven priority areas of advocacy, responding to climate and emissions goals, resilience, freight, tourism, multi-modal solutions, and inter-regional public transport are supported.
8. We also support the ten-year transport investment priorities to:
  - a. Create a well-maintained network.
  - b. Manage risk of exposure to extreme weather events.
  - c. Support and develop connect public transport and active transport networks.
  - d. Implementing safer systems.
9. Creating a well-maintained network  
The Council considers maintenance, operations and renewals to be core services which needs to be provided on any roading network to ensure that the network can operate safely.
10. If network conditions are allowed to deteriorate due to a lack of investment in maintenance, then this is likely to have grave safety implications and result in an increase in deaths and serious injuries.
11. Increasing costs, growth and extreme weather events have resulted in ongoing high ground water levels leading to saturated pavements and increased maintenance costs. Council strongly supports this as a key investment priority.
12. Emission goals  
While Council agrees that greenhouse gas emissions need to reduce, we are also of the opinion that this needs to be carefully balanced to ensure that it is not at the detriment of our communities.
13. We note that in the headline targets (target 2), a 41% reduction in greenhouse emissions from land transport in Canterbury by 2035 would like to be achieved. Council would be interested in finding out more about the modelling process and how it was undertaken. We are also keen to learn more about how this target number was decided upon and how it was arrived at.
14. As noted above, Waimakariri District is diverse in its nature with urban and rural areas, as well as a large number of lifestyle blocks. In the rural and peri-urban areas, choices for alternate modes of travel and public transport are limited or non-existent.
15. While the uptake of lower emission vehicles is a good development, careful consideration will need to be taken to ensure that parts of the Community are not disadvantaged or isolated in achieving these goals. It is likely that urban areas may need to do the heavy lifting in terms of emissions reduction. There are also concerns around the wholesale

adoption of electric vehicles when the technology is still evolving and there is uncertainty around yet unknown long-term issues and what backstops will be required in an emergency.

16. In addition to the points above, we have also the following specific points of submission as they relate to Waimakariri District's land transport projects. Council strongly supports the inclusion of the following key projects in the RLTP:
  - a. The Northern Link (including Woodend Bypass),
  - b. Skew Bridge Replacement, and
  - c. Rangiora Eastern Link Road.
17. The Northern Link (including Woodend Bypass) project has been included in the previous draft GPS as a nationally significant project and has been signalled by the new Government as also being a very high priority. This is a critical piece of infrastructure for the region and our district. Traffic volumes through Woodend are currently around 18,000 vehicles per day and are predicated to double over the next 20 years.
18. Council strongly endorses the ranking of the Christchurch Northern Link – State Highway 1 (Woodend Bypass) on the list of regionally significant improvement projects. We believe this rightly reflects the pressing need to address ongoing safety concerns that have been identified as far back as a decade ago.
19. We are unclear about the status of previous safety improvement measures that have been announced in addition to the construction of the bypass. We would like some clarity that these remain as planned, including addressing a safe walking and cycling crossing and an underpass linking the growth from the new communities of Pegasus and Ravenswood.
20. As part of the proposed safety improvements, a wire rope barrier has been proposed for sections of the road from Pine Acres to Woodend, and from the Pegasus Roundabout to Waikuku. Following consultation and public feedback we understand the proposed wire rope barrier is not going to proceed. However, we are still awaiting confirmation of this and the status of the other proposed safety improvements.
21. The Skew Bridge is part of the west Rangiora route which connects Southbrook and west Rangiora to State Highway 1 (SH1) and the Northern Motorway. It is an arterial route which provides an alternative to State Highway 71 (SH71) Lineside Road and is used as a detour when SH71 is closed. This area of the road suffers from high levels of congestion and often comes to a gridlock.
22. This bridge is considered a high safety risk on a route which is seeing increasing growth in traffic volumes and is a key corridor for connection to SH1 (as well as an alternate to Lineside Rd). The current bridge capacity means that high productivity motor vehicles (HPMV) are not able to use this route. There is also no access for alternate modes of access such as walking or cycling.
23. There are interdependencies between this project and proposed SH71 Lineside Road improvement works, as changes to the state highway corridor will impact traffic

movements and volumes on the local network. As such it is important to consider wider network impacts and how these changes can be best managed.

24. Approximately \$17m has been earmarked for improvements to SH71 Lineside Road. A proposal to install wire rope barrier was proposed to be installed without effective consultation with the Council and community. Following the Council's advocacy this decision was reconsidered. We would like to partner on a coordinated plan that might include considering intersection changes with level crossings to improve known road safety issues and investigating a speed limit change if speed is an issue that is requiring wire rope barrier being again proposed for this road. We think the money earmarked for this project could be better spent on other projects like the Skew Bridge that would help make decisions to the level crossings potentially easier because a consequence of change would put pressure on Flaxton Road and the Skew Bridge that is on this route. We are open to a creative solution and partnering with NZTA to achieve a better outcome.
25. The Rangiora Eastern Link Road will be a new road linking to the east of Rangiora. The need for the road is driven by the following considerations:
  - a. to address ongoing safety, access and travel time issues on Southbrook Rd which is already at capacity and carries over 26,000 vehicles per day, and
  - b. to cater for anticipated demand growth in the north-east Rangiora area.
26. The road link will also include a shared user path to provide for alternate modes of travel.
27. Specific feedback on the questions raised in the questionnaire that accompanied the draft RLTP are provided in our attached submission.

## Conclusion

28. Council supports the efforts to strongly advocate for better infrastructure investment from the Government for the region. We agree that considerably more investment is required to meet community aspirations for a more innovative and resilient transport system across Canterbury.
29. We are however mindful that at the time of this consultation, the new draft Government Policy Statement on Transport (GPS) has not yet been released for public consultation. As such it is not clear as to whether priorities for investment could change. It is also unclear how well the identified priority areas for action and investment will align with the GPS when it is released.
30. WDC thanks ECan for the opportunity to comment on its draft RLTP. We commend the initiative that has been applied to the work thus far and look forward to delivering on the vision for robust and resilient land transport infrastructure.
31. The timeframe for submission on this draft RLTP has been extremely short. We respectfully request ECan to provide sufficient time to allow stakeholders to make a meaningful response.

Our contact for service and questions is Témí Allinson – Senior Policy Analyst ([temi.allinson@wmk.govt.nz](mailto:temi.allinson@wmk.govt.nz) or 027 337 8116).

Yours faithfully



**Dan Gordon**  
**Mayor**



**Jeff Millward**  
**Chief Executive**

CANTERBURY REGIONAL COUNCIL  
*Kaunihera Taiao ki Waitaha*

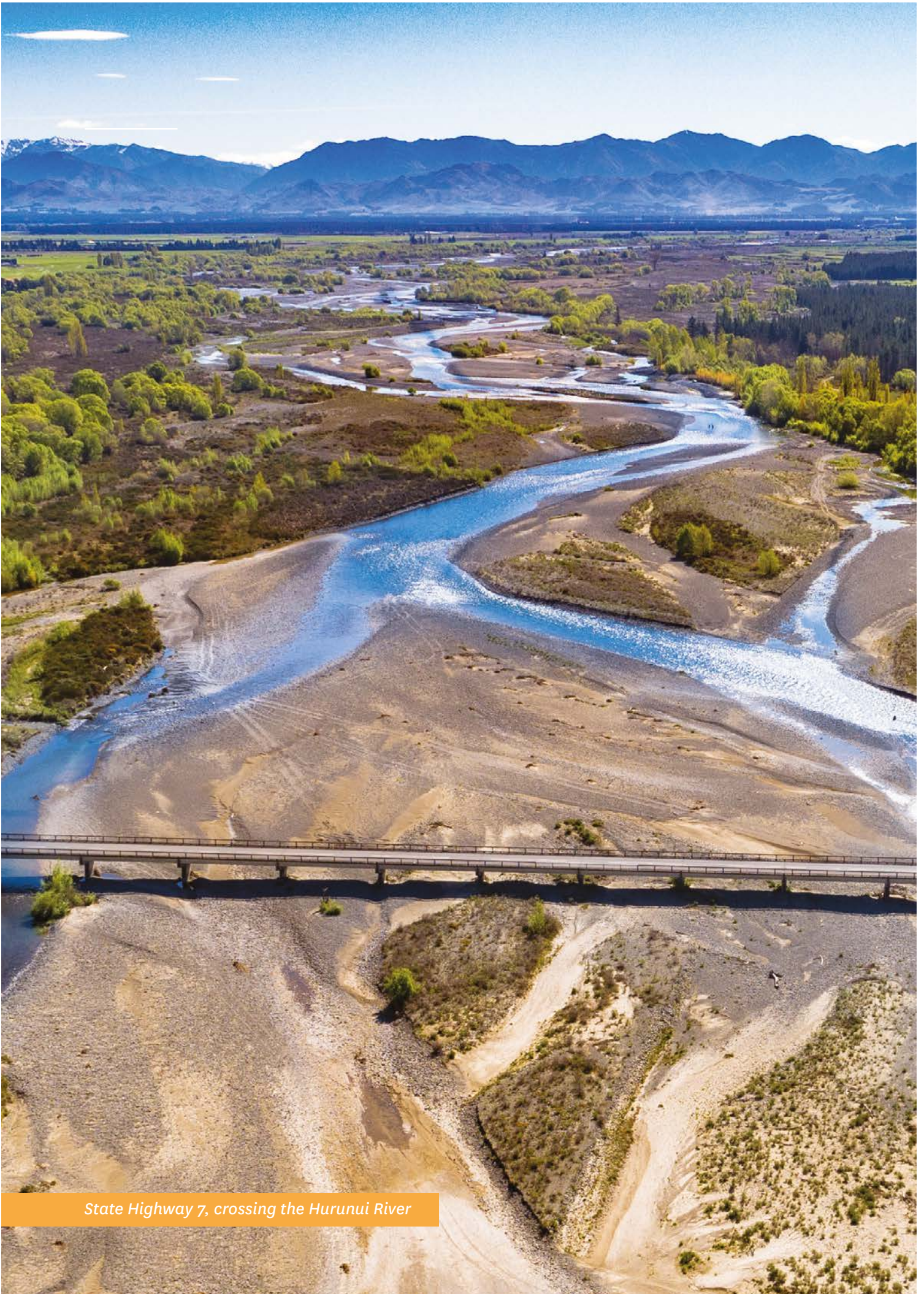


# Draft Canterbury Regional Land Transport Plan

## 2024-34

Prepared by the Regional Transport Committee, a collaboration  
of the region's councils and Waka Kotahi NZ Transport Agency  
November 2023





*State Highway 7, crossing the Hurunui River*

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## 04

## Foreword

### **As the Chair of the Canterbury Regional Transport Committee, I am pleased to present this draft Regional Land Transport Plan 2024–34 for consultation.**

This draft plan outlines how we are proposing to balance investment in future transport solutions for Canterbury, while also providing ongoing stewardship to our existing transport network. It is a three-year review that builds on the foundations we set in the previous Regional Land Transport Plan 2021–31.

The Canterbury Regional Transport Committee – a statutory body that has representatives from the regional council, each territorial authority in Canterbury, and Waka Kotahi NZ Transport Agency – has listened to input from the community and industry, to identify the proposed objectives and priorities for Canterbury’s transport system. We have developed a programme of transport projects and activities that will contribute to them.

We value the input of all parties on this work as it will ensure that local aspirations are considered at the regional level and communicated nationally.

Simply put, considerable investment is required to meet community aspirations for a more innovative, resilient, and low emissions transport system in Canterbury.

This review proposes a \$10 billion investment over 10 years, which almost doubles the investment outlined in the previous Regional Land Transport Plan.

The draft Plan spreads this proposed investment across a number of pragmatic priorities, including:

- maintaining our existing transport network
- managing the risk of exposure to extreme weather and natural events
- developing connected public and active transport networks
- implementing safer systems, and
- supporting freight systems that connect to air, rail and sea.

We also know that transport investment mechanisms across central and local government need to change to pay for all this. It’s more than just a Canterbury problem – it is an issue nationwide.

Canterbury has the collaborative know-how and energy to achieve national goals. We look forward to partnering with the coalition government to ensure an equitable level of investment is shared throughout the region.

That’s why for the first time, this plan identifies transport projects and activities that could be delivered within the next ten years if significant and long-term funding became available. It ensures we are ready to jump on opportunities that arise, while upholding accountability, transparency and value-for-money for every dollar invested in our transport system.

## 05

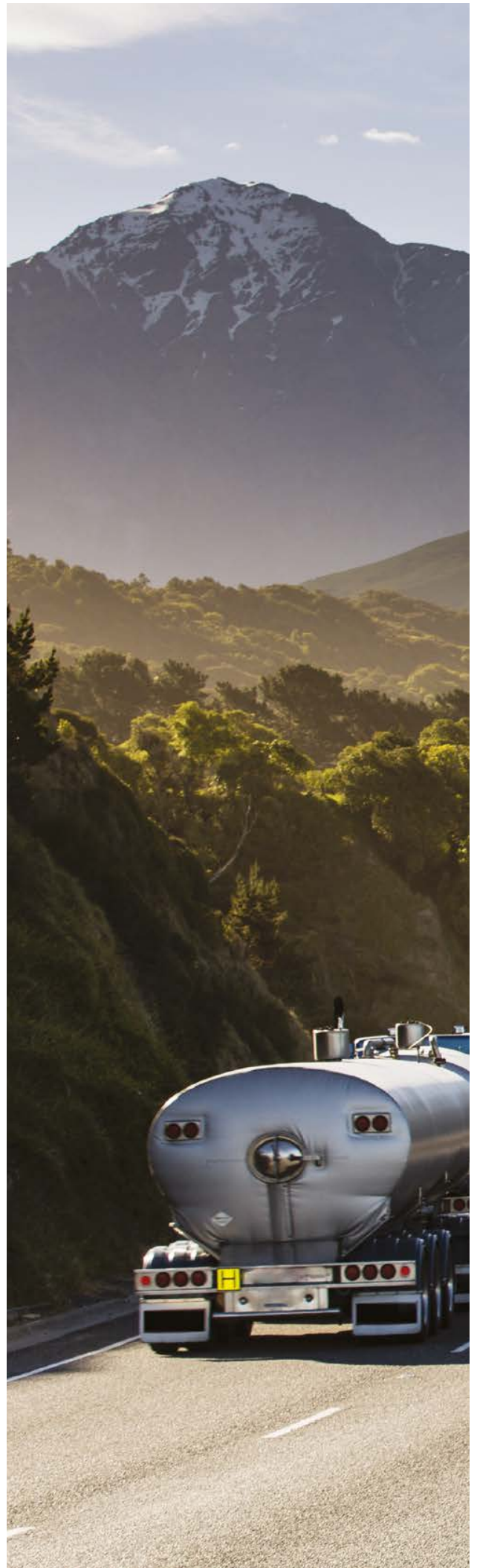
I want to recognise those who provided input to this Plan through transport consultations in Greater Christchurch, and workshops with representatives of land transport users and suppliers across the region. Communities, central, local and regional government, the private sector, and voluntary and community organisations all need to work together to improve transport outcomes in Canterbury and across Te Waipounamu. So I thank you for your early involvement.

One final point – our future transport system will not look the same as it does today. It cannot. We need to change if we are going to enable sustained economic and population growth, mitigate and adapt to the impacts of climate change, support equity, and capitalise on the rapid technological developments in the sector. I'm excited for what our future holds, and I hope you take up this opportunity to shape it.

Nā te rourou, nāku te rourou, ka ora ai te iwi - with your food basket and mine, we all live well.

*Peter Scott*

**Chair, Canterbury Regional  
Transport Committee**





*State Highway 1, Kaikōura Coast*

## 07

***A resilient and fit for purpose transport system is vital for the continued health, wellbeing, and prosperity of our people – “the people and communities of the South Island.”***

### **Our people, our communities. Without people we have no need for a transport system.**

Our transport system:

- Provides the arteries and veins that bring life to our communities
- Provides our communities’ connections and allows our communities to function
- Allows people to travel safely and efficiently through our diverse landscapes
- Enables the safe and efficient movement of freight
- Must respond and adapt to a changing climate and emission reduction requirements
- Must support regional prosperity and improve the overall wellbeing of the South Island.

### **We must ensure that our transport systems are working as effectively as possible to support our communities’ needs.**

The South Island Regional Transport Committee Chairs Group was formed in 2016 for this purpose. The Group seeks to significantly improve transport outcomes to, from and within the South Island through stronger interregional collaboration and integration.

The Group is focussed on ensuring the South Island stays at the forefront of central government thinking. The formation of the Group recognises that the South Island advocating with one voice is more effective than the seven individual seven regions advocating independently on the same matters.

This approach seeks to ensure that the needs and aspirations of our South Island communities are recognised and understood by central government. We want to be seen by central government as a group of over 1.2 million people with common aspirations for our transport system.

Each region in the South Island has unique characteristics, but at the same time, share similar transport priorities and challenges.

These shared priorities form the priorities of this group and are listed below and will be reflected in each Region’s Regional Land Transport Plan for the 2024 – 2027 for inclusion in the 2024 National Land Transport Program.

### **Priority areas**

1. Advocacy for transportation in the South Island, *including tracking how the National Land Transport Fund (NLTF) is being allocated across the country*
2. Responding to climate and emission goals
3. South Island transport network resilience
4. South Island freight task and associated journeys
5. South Island tourism transport systems improvements
6. An enabling funding approach for innovative multi-modal transport options
7. Exploring opportunities for inter-regional transport options.

### **The South Island Regional Transport Committee Chairs**

#### **Regional councils**

*Environment Southland – Otago Regional Council – Canterbury Regional Council – West Coast Regional Council*

#### **Unitary councils**

*Tasman District Council – Marlborough District Council – Nelson City Council*

## 08

## Introduction

**The Canterbury Regional Land Transport Plan (RLTP) sets out the current state of our transport network, the challenges we face, and the priorities for future investment. The Plan sets out:**

- the context in which the transport system operates
- the vision and strategic objectives for the transport system
- the priorities for investment – key areas where further investment is required in order to achieve the vision and objectives; and
- a prioritised regional programme of transport activities.

This RLTP was developed by the Canterbury Regional Transport Committee (RTC). The RTC is a joint committee of the region's councils as well as Waka Kotahi NZ Transport Agency<sup>1</sup>. There is currently no formal representation provided for Ngāi Tahu on the RTC<sup>2</sup>.

Developing the RLTP is the primary role of the RTC and is a requirement for each region's RTC across New Zealand. It is part of the nationwide process in which local councils, regional councils and Waka Kotahi work together to identify the problems and prioritise investment in the land transport network.

The vision for Canterbury's transport system in this RLTP is: *an innovative, resilient, low emissions transport system that helps Canterbury thrive for generations.*

Our work programme must consider and include projects that benefit all of Canterbury. While a local authority may wish to advance a particular project, we must look to the regional benefits that flow from it.

The aim is to have an agreed regional programme which contributes to shared prosperity – economic, social, cultural and environmental. In alignment with this requirement, the RTC defined a theme for the draft RLTP early in discussions: *A rising tide lifts all ships.*

In developing the RLTP, the Canterbury RTC has considered the strategic direction provided by the Government through the Ministry of Transport's Outcomes Framework and the Government Policy Statement on Land Transport.

The Committee has also been mindful of the planning and investment work completed by Waka Kotahi in Arataki, the 30-year view of what is needed to deliver on the government's current priorities and long-term objectives for the land transport system. While this RLTP acknowledges the work completed to develop Arataki, our focus is on delivering a strongly regional response – from our region, for our region.

<sup>1</sup>Excluding Waitaki, which is part of the Otago Southland Regional Transport Committee.

<sup>2</sup>The Canterbury Regional Council (Ngāi Tahu Representation) Act 2022 does not apply to the RTC which is established under the Land Transport Management Act, not the Local Government Act.

## 9

## Our region

**Transport contributes to our wellbeing as families, communities and a region. It connects people to services, recreation opportunities, employment and education. Travel can enable mauriora, waiora, te oranga, and toiora, when supported by te mana whakahaere and ngā manukura<sup>3</sup>.**

A successful land transport system provides people with choice about the way they travel. It moves people and freight safely, sustainably and efficiently, contributing to prosperity. The system must be resilient to external influences, including natural and climate hazards.

The transport network enables people to participate in society, which includes a good income and employment, education, cultural activities, or sport and recreation, as well as the goods and services people can rely on and the confidence with which they can access those goods and services. It enables people to have a secure sense of identity found in meaningful contact with other people – expressing their customs, responsibilities, obligations and cultural inheritance – particularly important in an increasingly multicultural society.

The transport network facilitates our leaderful community, from community governance through to family decision making and responses to need. The transportation system contributes significantly to fostering crucial partnerships and the development of strategic alliances, emphasizing the invaluable impact of face-to-face interactions, or ‘kanohi ki kanohi,’ in shaping outcomes for the region.

Movement is also a critical part of healthy lifestyles – from walking and cycling shorter distances to accessing the cultural, sport and recreation opportunities across the region. A well-functioning transport system can support the extent to which communities themselves take ownership of, and have a degree of autonomy over, improving their own health and wellbeing.

The transport system can also enhance our wellbeing through its protection of the environment, and opportunities for people to experience the natural environment and care for it.

Our starting point for development of this RLTP is a region that is the largest in New Zealand by land area, with 44,508 square kilometres. The Canterbury region is diverse, being home to the second-largest urban area in New Zealand – Greater Christchurch – and a number of rural districts with small populations. Our size and diversity mean the issues for our urban areas differ significantly to those faced by less populated, rural or remote districts; an uneven population distribution is a core feature of Canterbury.

As technology, demographics and land use change, our region needs to be able to evolve and deliver a sustainable, resilient, multi-modal transport system for the safe, efficient and effective movement of people and goods.

<sup>3</sup>Based on Te Pai Māhutonga. Use of this framework was supported by Cr Korako (Ngāi Tahu elected Councillor) at the Transport, Urban Development and Air Quality Committee on 7 September 2022. Mauriora (access to Māori cultural, economic and social resources), Waiora (environmental protection and access to the natural environment), Toiora (physical, mental and emotional wellbeing) and Te Oranga (participation in society) are all attributes of public wellbeing. Ngā Manukura (leadership) and Te Mana Whakahaere (autonomy and empowerment) are two important process requisites for meeting these goals. This framework was identified as useful in understanding how transport supports wellbeing in *‘Indigenous Māori perspectives on urban transport patterns linked to wellbeing’* (2013) Raerino, Macmillan and Jones et al, which used a kaupapa Māori research method. However, it also noted that the way the transport systems supports waiora is more complex than the original framework conceptualised.

## 10

## Economic factors

Canterbury drives much of the South Island's economic and social activity. For the year ended March 2022, Canterbury generated 12.2% of the national GDP and 55% of the South Island's GDP. By comparison, its estimated population of 652,940 (as at 30 June 2023) was around 12.8% of the national total and 54.5% of the population of the South Island<sup>4</sup>.

Canterbury accounts for 19% of the total area farmed in New Zealand. Primary production derives from dairy, sheep and beef farms, and cropping operations on the plains and hill country. Primary production has become more dairy focused over the past 20 years, which has contributed to increased freight movements on our rural roads as milk must frequently be moved off farm, generally by truck.

Manufacturing is also a key component of the Canterbury economy, particularly transport and machinery equipment, and food and beverage products. Christchurch is the manufacturing hub of the region, with strengths in machinery and equipment manufacturing, and in chemical, minerals and metal manufacturing.

The Canterbury economy has grown substantially since 2000, with regional GDP growing by 236% over the period. This growth has had a flow-on impact on the travel network – especially given the prominence of primary production and manufacturing, sectors of the economy that are reliant on the transport of physical products.

Travel to and from work is a key driver of trips on Canterbury's transport network.

**The Canterbury economy has grown substantially since 2000, with regional GDP growing by 236%.**

## How Cantabrians travel



**72.5%** of those in employment usually used a private or company vehicle to get to work within the Canterbury region



**12.2%** of people worked from home



**4%** walked or jogged to work



While 6.2% of New Zealanders in the 2018 census took public transport to work, only **2.8%** of Cantabrians did



**4%** of Cantabrians chose to bike to work compared with 2% nationally.

Based on census 2018.

Of course, there is wide variation in these numbers across the districts in Canterbury, reflecting the diversity of the region. Christchurch City, with its higher population density, has higher levels of public transport and active transport than Canterbury as a whole – 5.6% of workers in Christchurch cycled to work and 4% bused.

While this cycling figure compares favourably with other large urban areas (4% in Wellington and 1% in Auckland), usage of public transport is lower (21.3% in Wellington and 11.1% in Auckland). In addition, despite the higher use of public and active transport, the percentage of people who use a car to get to work in Christchurch is higher than in Canterbury as a whole (76.1% for Christchurch and 75.6% for Canterbury). These figures illustrate the continued need to focus on mode shift in Canterbury's larger urban areas.

<sup>4</sup>The 2018 estimate has been used for its consistency with available historic and projected population figures used elsewhere in this document. For the most up to date subnational population estimates by district, please visit [nzdotstat.stats.govt.nz](http://nzdotstat.stats.govt.nz)

# 11

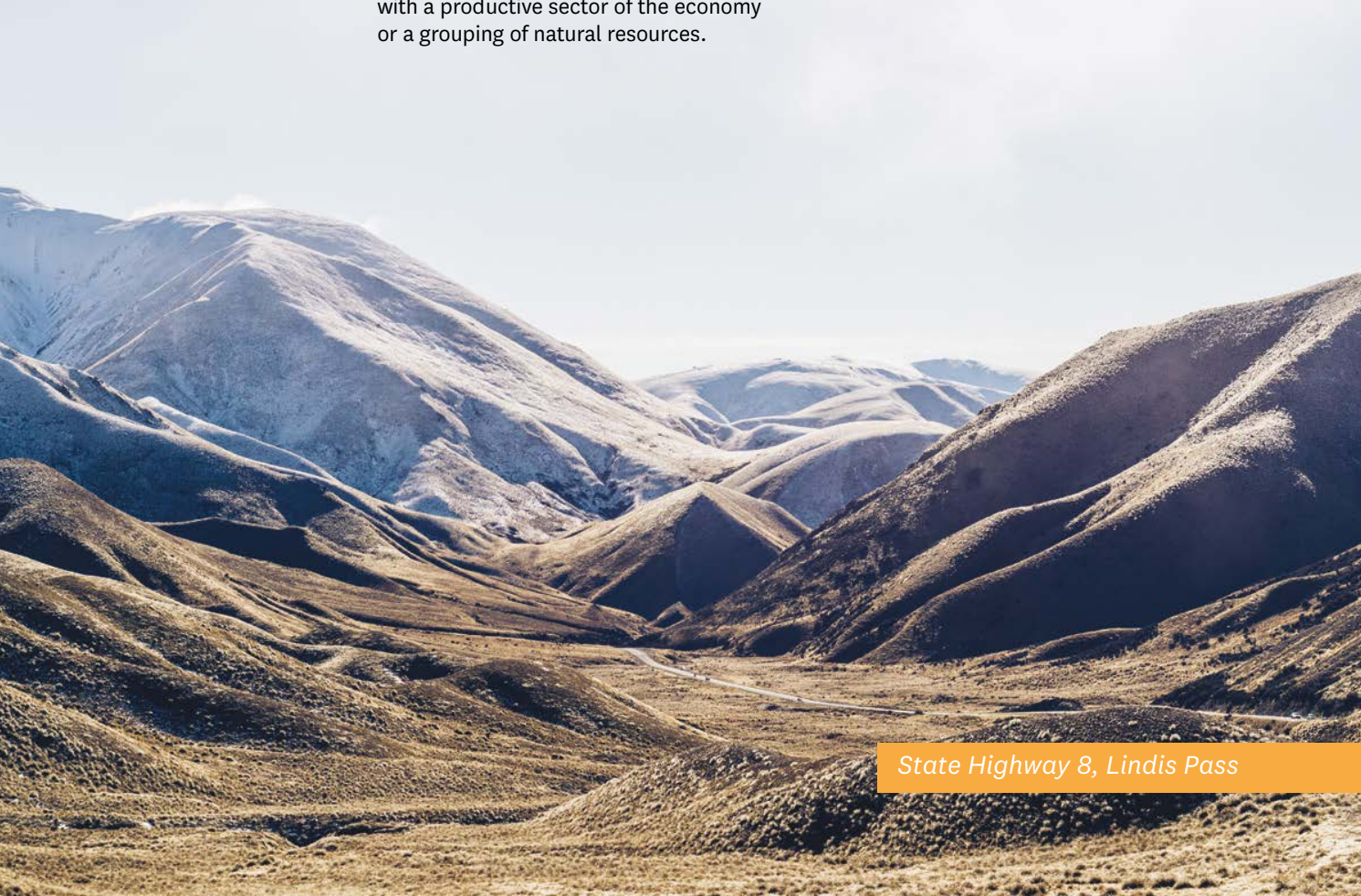
Tourism is another key aspect of the Canterbury economy and provides a pivotal role in the wider tourism offering of the South Island. Tourism spending in the region was \$337 million in January 2020 (before COVID-19 travel restrictions began). Many of the visitors to Canterbury hire a car to visit the region's attractions.

Canterbury is a centre for knowledge and innovation. The region is home to two universities (Lincoln University and the University of Canterbury) and one polytechnic (Ara Institute of Canterbury). The main Ara campus is in Christchurch City and there is also a large campus in Timaru.

Canterbury is also well supported with research and development agencies focused on land and food production. There are seven Crown Research Institutes (CRIs) carrying out scientific research for the benefit of New Zealand, each aligned with a productive sector of the economy or a grouping of natural resources.

Transport plays a key role as an enabler for each sector of the regional economy. Efficient and effective transport of people, ideas, inputs and outputs is critical in supporting economic activity, keeping costs down and contributing to international competitiveness.

Maintenance of the existing transport network, and additional investment to respond to changes in how roads are being used, is therefore critical to sustaining the region's prosperity.



State Highway 8, Lindis Pass



## 12

**Landscape**

The Canterbury region extends from Kēkerengū, north of the Waiau Toa/Clarence River, to the Waitaki River catchment in the south. East to west, the region extends from the coast to Kā Tiritiri o te Moana/Southern Alps.

**Canterbury is home to:**



**NEW ZEALAND'S  
HIGHEST  
MOUNTAIN (AORAKI/  
MOUNT COOK)**

MORE THAN **4700** LAKES AND TARNs



**OVER 78,000  
KM OF RIVERS**



**Some  
of the  
country's  
most productive  
farmland. 19%  
of the total area  
farmed in NZ is  
in Canterbury.**

Canterbury is largely a flood plain so working with water is an important part of a transport system for future generations. Our transport system needs to work with the environment and not against it, including the resources and materials we use to maintain and operate the transport network.

# 13

**Canterbury must adapt its transport network so that it is more climate resilient...**

## Resilience and climate change

Canterbury's unique landscape creates resilience issues for its transport network. It has exposure to a number of risks, including flooding, earthquakes, and coastal erosion.

Canterbury regularly experiences flooding events, a natural hazard which includes river flooding, surface flooding and coastal inundation. These events can be particularly problematic in Canterbury given our heavy reliance on bridges for river crossings on critical freight and visitor routes.

The region's exposure to earthquakes is well known. The 2010 and 2011 quakes caused significant damage to the network in the Greater Christchurch area and the 2016 Kaikōura Earthquake ruptured more than 24 faults, with the largest horizontal displacement of 12m on the Kēkerengū Fault and vertical displacement (uplift) of 9m on the Papatea Fault. Along 110km of coastline, vertical movement ranged from subsidence of 2.5m to uplift of 6.5m. Landslides continue to be an issue in North Canterbury.

Greater resilience of Canterbury's transport infrastructure is needed to secure regional and national supply chains. These risks place pressure on our transport links and have the potential to isolate districts or communities; in many instances alternative routes that must be used are indirect, resulting in extremely long detours, or are unsuitable for certain vehicles (such as high-productivity motor vehicles). These impacts are well illustrated by the flooding of the Rangitata River in late 2019, which effectively cut the South Island in two.

Climate change has increased this risk and extreme weather events that compromise the network's security are becoming more frequent. The changing climate has increased the vulnerability of the system.

Climate change will continue to have longer term impacts such as increasing exposure to risks associated with – sea level rise; coastal erosion and storm surges; increased damage to transport infrastructure from heatwaves; increased vulnerability of transport infrastructure and services to sea level rise and coastal erosion; and increased exposure of transport users and workers to heat stress and air pollution. Disruption of key transport corridors has the potential for significant negative impact, as shown by the 2016 Kaikōura quake.

## Transport Emissions

Climate change means more than needing to resolve these resilience challenges. Canterbury must adapt its transport system so that it is more climate-resilient, but it must also reduce its transport emissions.

Transport is a source of greenhouse gas emissions in New Zealand. In 2022 emissions from transport were 1,688kt CO<sub>2</sub>-e or 14.8% of Canterbury's gross emissions. Moreover, transport emissions are growing quickly – increasing by 89.7% since 1990.

This increase in emissions has been driven by population and economic growth. Since 1990 New Zealand's population has increased by around 50% and GDP has grown by more than 137% – the increase in the number of New Zealanders and their improved prosperity has meant more travel and freight movements, and therefore more emissions from transport.

Growth in GDP and New Zealand's population are expected to continue, but emissions from transport cannot if New Zealand is to meet its targets under the Paris Agreement and the Climate Change Response (Zero Carbon) Act. Transport emissions need to be decoupled from economic and population growth. The proportion of travel that needs to shift over the period of this plan to a low emission approach is similar to the proportion of travel that changed during Level 4 COVID-19 response.

# 14

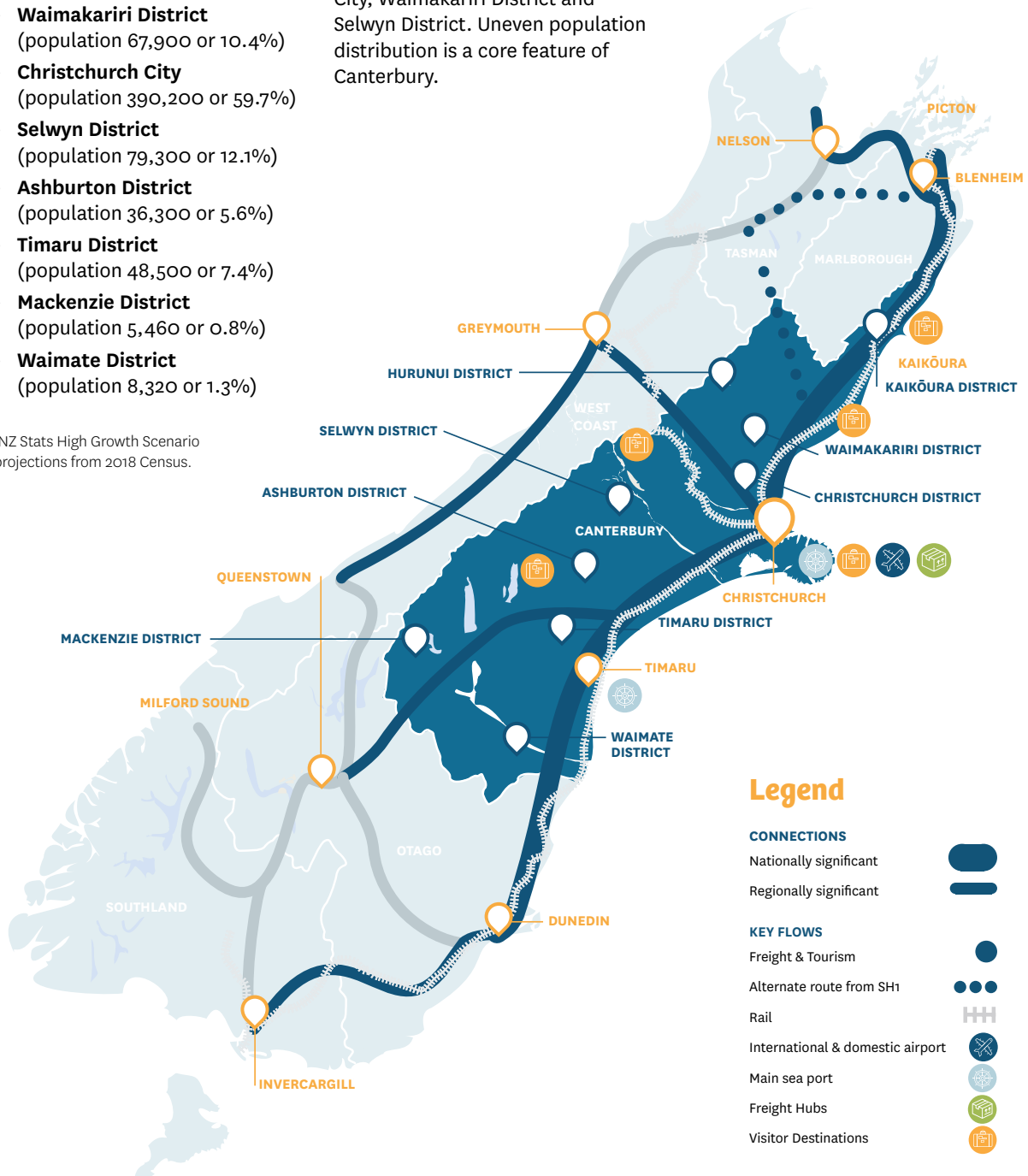
## Our people<sup>5</sup>

Nine territorial authorities are affected by this Plan, including:

- **Kaikōura District**  
(population 4,160 or 0.6%)
- **Hurunui District**  
(population 13,700 or 2.1%)
- **Waimakariri District**  
(population 67,900 or 10.4%)
- **Christchurch City**  
(population 390,200 or 59.7%)
- **Selwyn District**  
(population 79,300 or 12.1%)
- **Ashburton District**  
(population 36,300 or 5.6%)
- **Timaru District**  
(population 48,500 or 7.4%)
- **Mackenzie District**  
(population 5,460 or 0.8%)
- **Waimate District**  
(population 8,320 or 1.3%)

The Canterbury population on 30 June 2023 was estimated at 652,940. Approximately 82% of Canterbury’s population live in the Greater Christchurch area that encompasses Christchurch City, Waimakariri District and Selwyn District. Uneven population distribution is a core feature of Canterbury.

<sup>5</sup>NZ Stats High Growth Scenario projections from 2018 Census.



### Legend

- CONNECTIONS**
- Nationally significant
  - Regionally significant
- KEY FLOWS**
- Freight & Tourism
  - Alternate route from SH1
  - Rail
  - International & domestic airport
  - Main sea port
  - Freight Hubs
  - Visitor Destinations

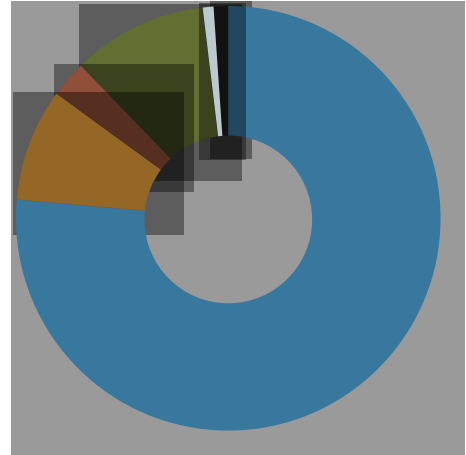
# 15

**Ngāi Tahu are mana whenua in Canterbury. The region is home to 10 Ngāi Tahu papatipu rūnanga.**

- Kaikōura
- Ngāi Tūāhuriri
- Rāpaki
- Koukourārata
- Wairewa
- Ōnuku
- Taumutu
- Arowhenua
- Waihao
- Moeraki



**In the 2018 Census, residents in the region identified themselves as:**



- 82 % European
- 9% Māori
- 3% Pacific
- 11% Asian
- 1% Middle Eastern/Latin American/African
- 1% Other

*Totals will not add up to 100% as people may belong to more than one ethnic group.*

## 16



## Expected growth

Canterbury is a fast-growing area with several of our districts leading population growth in New Zealand. Selwyn District is the second fastest-growing territorial authority in New Zealand, growing by 6.3% between 2018 and 2022. Waimakariri District (2.7%) also experienced average annual population increases greater than either the national or regional averages between 2018 and 2022

Stats NZ's 2048 population projections for the region show that Canterbury's population is expected to reach around 783,000, is an average yearly growth of 0.8 percent to account for 14% of New Zealand's population.

Most of this growth, by 2048, is projected to occur in Greater Christchurch, with Waimakariri District growing by 25,000 people (a 40% increase), Selwyn District growing by around 58,100 people (a 91% increase) and Christchurch City growing by around 66,280 people (a 16% increase). Ashburton, Mackenzie and Hurunui are also projected to grow moderately, by around 6,800 people (19%), 1,490 people (29%) and 1,900 people (15%), respectively. The populations in the other Canterbury districts are projected to also continue to grow in size<sup>6</sup>.

This significant population growth will see more people making more trips across the transport network. This growth is a key driver of the need to invest in the transport system – steps must be taken now to minimise increased traffic volumes that accompany population growth. Without significant investment and effective transport choices, there will be more congestion, longer journey times and an increase in vehicle emissions. This will be particularly evident in the greater Christchurch area, where the majority of the population growth for the region is projected to occur.

Freight volumes are also expected to grow in Canterbury. The 2019 South Island Freight Study reported that freight volumes in the region are expected to increase from 40.3m tonnes in 2017 to 61.1m tonnes in 2042 – an increase of 52%. The majority of this increase was expected to be in road freight and therefore place increasing strain on the transport network in Canterbury and also the rest of the South Island. Other sources of traffic, such as tourism, are expected to continue to grow long-term.

There will be other substantial changes over the next 30 years; much as 2024 is very different to 1994, we expect that 2054 will be substantially different to now. The transition to a low carbon economy and increased automation, for example, will change what gets produced (and therefore freighted) in Canterbury and how people travel to work and study. And, as noted above, climate change will increase the resilience challenges facing the transport system and elsewhere.

Regardless of the changes to the shape of Canterbury in the future, the transport network will still be a critical part of the region's and the nation's infrastructure. In 30 years' time there will still be a need for a sustainable and resilient transport network that can move people and freight safely and efficiently.

This need has shaped the 30-year vision for Canterbury's transport network expressed in this RLTP: *An innovative, resilient, low emissions transport system that helps Canterbury thrive for generations.*

<sup>6</sup>Statistics NZ subnational population projections (2018 base) 2018-2048.

## 17

## Transport systems

This section provides a high-level overview of the key network contributions to the transport system in Canterbury.

### Road

- 1,330km of State Highways and 14,636km of local roads
- 38% of the network (6,080km) is unsealed
- State Highway 1 provides the main North Island – South Island link
- Other key State Highways: SH7 and SH73 (linking Canterbury to the West Coast); SH79 (between Christchurch and Fairlie) and SH8 (to Central Otago and Queenstown)
- Local roads are the main ways to access marae and wāhi tapu<sup>7</sup>.

### Rail

- 650km of rail network
- Links to Picton (Main North Line), Dunedin and Invercargill (Main South Line), and the West Coast (Midland Line)
- Great Journeys New Zealand tourism passenger rail – Coastal Pacific (Christchurch-Picton), and TranzAlpine (Christchurch-Greymouth)
- Canterbury does not currently have any commuter or general passenger rail services. The rail network was built for freight.

### Public transport

- In 2023 the Greater Christchurch public transport system had 250 buses and one ferry, together completing around 2,000 trips each work day
- Significant increase in public transport use in Timaru since the introduction of MyWay – on demand public transport
- Community Vehicle Trusts provide community-led transport services in 15 locations across Canterbury
- There is no public transport to marae outside of the urban centres, however rideshare, car share and community vans are an important part of accessing marae<sup>8</sup>.

### Cycleways and active transport

- In 2018, 4% of Cantabrians chose to cycle to work and 4% walked or jogged
- More people cycle in Greater Christchurch than any other city in New Zealand, with over 60km of dedicated cycleways in Greater Christchurch
- Mackenzie District has the highest proportion of active transport trips to work in the region at 19.1%
- Due to lack of separated cycleways on State Highways, high speeds through towns, or unsealed roads, active transport can feel unsafe in rural areas.

### Air

- Christchurch International Airport is New Zealand's second largest airport, with 12 partner airlines, servicing 25 destinations
- In 2022, 3.26 million passengers travelled in and out of Christchurch Airport, this compares to just under 7 million pre-pandemic
- Christchurch is the world's main gateway to Antarctica – servicing around 100 direct flights per year, carrying more than 5,500 passengers and 1,400 tonnes of cargo
- Richard Pearse (Timaru) Airport is the main airport in South Canterbury, with daily flights between Timaru and Wellington.

### Sea

- Commercial sea ports in Lyttelton and Timaru
- Inland ports at Rolleston provide key hubs for the freight system.

### Aerospace

- Christchurch is becoming a hub for aerospace and future transport innovation
- Aerospace research facilities, including a launch pad, being established at Kaitorete Spit.

<sup>7</sup>Te Paiherenga meeting, 8 September 2023. Te Paiherenga is a technical working group, with representatives from ngā Papatipu Rūnanga and Council staff, and provides advice and feedback on policies, proposals and projects, and a forum for information sharing

<sup>8</sup>Te Paiherenga meeting, 8 September 2023.

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*We honour our tīpuna in Canterbury who planned and built the transport system to achieve their intended purposes<sup>9</sup>.*

### Overview of the current regional transport system

Canterbury's transport system – road, rail, public transport, cycleways and active transport, air, and sea – provide essential connections for people and freight to travel within and between urban centres, throughout the region and beyond. We honour our tīpuna<sup>9</sup> in Canterbury who planned and built the transport system and the purposes they intended to achieve.

Canterbury's **road and rail** network is expansive and supports a wide variety of travel. Canterbury has the largest road network of any region in New Zealand and maintaining this network is important for the safety of all road users. The road and rail network has been established over generations. The state highway, local roads, and rail network not only provide for communities across Canterbury, but also enables Canterbury to welcome visitors and to share freight with Picton, Dunedin and the West Coast. Outside of Greater Christchurch roads across the delta are generally long, flat, and straight with very few alternative routes. The network plays an important role in the efficient movement of people and freight.

Three types of **public transport** are provided in the Canterbury region in response to the needs of the local populations: urban public transport services in Greater Christchurch and Timaru; subsidised door-to-door transport services for people with mobility impairments in Greater Christchurch, Ashburton, Timaru and Waimate; and funding grants for Community Vehicle Trusts across Canterbury, which provide a means of transport access in areas outside of the urban public transport network. The piloted On-demand public transport service – MyWay by Metro – has successfully replaced Timaru's fixed-route bus service. As Ashburton grows, there will be a growing need to provide public transport in concert with road improvements.

Cycleways and shared paths, together with footpaths, are an important part of Canterbury's urban transport network, having a key role in facilitating **active transport** and all forms of micro-mobility. Cycle infrastructure, tracks and trails are also expanding in districts across Canterbury, such as the Alps 2 Ocean Cycle Trail. Many locations in towns across Canterbury will need more cycling infrastructure, such as cycle stands and separated cycleways along state highways, as cycling continues to grow.

Air transport systems are critical for time sensitive long-distance inter-regional, national and international travel, like providing seafood overseas, receiving certain hospital supplies and medicine or Kiwis returning home for social obligations. Christchurch International Airport is the region's largest **airport** and the main gateway to the South Island for international visitors. Richard Pearce Airport in Timaru is the main airport for South Canterbury, with daily flights between Timaru and Wellington.

Coastal transport networks are important for non-time critical long-distance inter-regional travel. The commercial **seaports** in Lyttelton and Timaru, and inland ports at Rolleston provide key hubs for the freight system. Cruise ships operate from the port of Timaru, Akaroa Harbour, and a new purpose-built facility in Lyttelton.

In 2022, the Government developed a new **aerospace** strategy to help build a globally competitive sector by 2030. Canterbury's geography and airspace are suitable for testing innovative aircraft, and with its proximity to international air and seaports, and access to infrastructure and specialist skills, Christchurch has become a hub for aerospace and future transport innovation. The economic impact for the region is estimated to be between \$100m and \$1bn. At this stage it is unclear how aerospace might form part of the future of transport and if these testing sites may become a transport hub in the future, like the history of airports.

<sup>9</sup>Te Paiherenga meeting, 8 September 2023.

<sup>10</sup>[www.christchurchnz.com/business/business-clusters/aerospace-and-future-transport](http://www.christchurchnz.com/business/business-clusters/aerospace-and-future-transport)

# 19



## Future scenarios and opportunities

The transition to the future transport system is wide reaching and will need to support different sustainable solutions for different communities. The response to climate change will mean changes to infrastructure, services, mechanisms, and institutions. Technology and its rapid development is a critical factor in enabling this shift and a greater level of innovation in transport activities over the next 10 years is essential.

### A pivot to a low emissions transport system

The future transport system is not just the same transport system we have now with low emission vehicles replacing traditional internal combustion engine vehicles. It is transitioning infrastructure, services, mechanisms and institutions to enable a different way to live that is less reliant on the types of vehicles and trips we take now. The system will need to support double the amount of walking, cycling and shared transport. This includes zero emission vehicles for all public transport but also car share and ride share with a significant proportion of low emission vehicles. Vehicle occupancy will also need to change, potentially doubling.

In addition to the changes above, a significant part of the transition is that the system enables a substantial reduction in the trips taken, potentially up to a quarter of all light vehicle trips. These trips could be replaced with working from home, online shopping, drone deliveries, and more essential services being available within 15 minutes of home by walking or cycling.

Across Canterbury the transition of commercial transport fleets will need to be an early priority, for both freight and passenger fleets. Due to the increase in green investment and green philanthropy, commercial and potentially charitable transport fleets have more opportunities to transition to lower emission vehicles than households.

Achieving freight mode shift to rail and coastal shipping is a key part of the solution. The transition of commercial passenger fleets also supports an increase in public transport boardings and in vehicle occupancy. Support for innovative commercial passenger options increases the choices households can make to reduce their emissions.

The change in energy infrastructure, such as electric/hydrogen vehicle charging, will be required to enable the fleet transition. In developing this plan, land transport suppliers raised that hydrogen may be the preferred long-term option for communities in Canterbury for longer distance light vehicle travel and all heavy vehicles. Not only because of confidence in hydrogen vehicles to undertake the length of trips in Canterbury winter conditions, but also to change the nature of the waste emitted from vehicles long-term. The initial focus of transport energy infrastructure should be in the more populated parts of each district; more towards the coast and fewer towards the alps.

The Energy Efficiency and Conservation Authority (EECA) has a priority of efficient and low emissions transport and have to-date invested approximately \$5m in Electric Vehicle charging facilities and demonstration vehicle projects in and around the Canterbury region. Demonstration projects are innovative solutions to a problem and are a way for communities to evaluate the impact of the project without it being permanent or expensive. A further \$5m investment in the Canterbury region was recently announced in a single partnership project with private electric vehicle charging companies Jump Charging and Circle K at a high-profile site in Washdyke.



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In larger towns and cities, particularly in Waimakariri, Christchurch, Selwyn, Ashburton and Timaru, the opportunities for households to reduce emissions will be mainly in the trips taken and modes used in urban areas. This can be supported through improvements to public and active transport, with an urban form that enables a sustainable transport network. While larger towns and cities may look to change their system there is a need to ensure the system remains accessible for households traveling in using older modes.

In smaller communities and towns, particularly Kaikōura, Hurunui, Mackenzie and Waimate, the opportunities for households to reduce emissions will be mainly in relation to vehicles initially. These areas will need to have higher levels of private light vehicle use for longer. Greater fuel efficiency of private vehicles, continued support for Community Vehicle Trusts, and improved pedestrian and cyclist safety, particularly around schools are interim solutions until technology advances and the transport system shifts. Along the coast smaller communities may need to consider water-based transport, if the risks and costs of maintaining a road are no longer suitable.

Due to the centralisation of services, many people in Canterbury travel into the urban areas, for example, visits to hospitals and boarding school students.

Due to the complexity in ensuring access to essential services and reducing unintended consequences from a rapid reduction in emissions, there needs to be a greater focus on developing locally led solutions in these communities. High speed internet, community hubs and co-working spaces and the provision of more essential services locally have been identified as solutions to reduce transport emissions. For example, the lack of radiology in the Mackenzie district means routine x-rays are an 8 hour round trip to Timaru Hospital, and a helicopter flight for emergency radiology. A lack of co-working spaces in rural areas could mean people in rural areas travel all the way into Greater Christchurch, Ashburton or Timaru.

Policies, strategies, and actions targeted towards enabling and supporting people to change their travel behaviour will be key to reducing emissions. This includes shorter term solutions of building awareness and incentivising change. Proactive investment in infrastructure and services to support people and businesses to make the switch to zero emission vehicles will also be needed. Investigating and understanding the impacts of demand-side measures and delivering changes to parking policy and road pricing, may also be required over the lifetime of the plan, if we are to achieve our long-term goals.



Lyttelton Port, Christchurch

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**Resilience – The transport system’s ability to enable communities to withstand and absorb impacts of unplanned disruptive events, perform effectively during disruptions, and respond and recover functionality quickly.**

## A resilient transport system

To improve the resilience of our land transport system and manage the risk of exposure to future extreme events, we will need to adapt. The National Adaptation Plan provides a framework for climate adaptation response grouped into four categories: avoid, protect, accommodate and retreat. Waka Kotahi and councils across Canterbury will need to use a combination of these to effectively adapt to the changing climate in different locations, and over different time scales.

**Avoid:** Spatial planning processes will be a key tool to direct new transport infrastructure and development away from areas at significant risk from climate-related hazards, such as flooding and erosion, and other natural hazards (such as earthquake risk).

**Protect:** Infrastructure can be protected, for example through engineering solutions or catchment flood management, however the long-term viability of protection in a changing climate needs to be considered. The total cost of flood protection over the next ten years in Canterbury is around \$20m and a proportion of that cost protects transport assets.

**Accommodate:** Climate-related hazards can be accommodated by accepting they will occur and have impacts on our infrastructure but ensuring that disruption is minimised, and we can recover quickly, including through emergency management and better design of infrastructure and networks to cope with hazards. Example: Ashburton Tinwald Connectivity – The existing SH1 Ashburton Bridge is subject to extreme weather events, operates at or near its capacity at peak times and is a source of congestion at times of high holiday traffic volumes. It is also a key South Island freight link.

**Retreat:** Retreat away from areas exposed to climate-related hazards may be necessary when options for protection and accommodation are not viable, and the risk is intolerable. Community focused and led conversations on dynamic adaptation planning, including on the potential for relocation of people and assets will be needed. Example: the Main South Line between Caroline Bay and Scarborough in Timaru is particularly susceptible to coastal erosion and inundation. KiwiRail has recently invested in protection works and a longer-term solution may be required in coming decades.

Smaller communities and townships in Canterbury may value the resilience of the system, more than having a public transport service around the centre of their small town. Network resilience ensures people can travel to and from work, get children to schooling and participate in cultural and hobbies safely. Network resilience also means Canterbury can continue to prosper with freight being able to travel freely, the Canterbury network has multiple bridges which are aging and due for renewal. One significant weather event could take out these connecting bridges with alternative routes being hours long through roads which can often be unreliable or unsuitable for large vehicles.

In addition to increasing resilience to natural hazards, the transport system must also be able to adapt to uncertainty and rapid change. The popularity of e-scooters in recent years and the need for social distancing during the COVID-19 pandemic highlighted a need for more adaptable approaches to road space management. Rapidly fluctuating fuel prices throughout 2022 and 2023 also emphasised the need to reduce dependency on fossil fuel. The increasing popularity and appetite to switch to electric vehicles has necessitated an expansion of the network of electric vehicle charging hubs.

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### Transport priorities for mana whenua

A range of infrastructure has become a significant barrier to the development of Māori land in some locations, including Māori Reserve 873 at Tuahiwi in the Waimakariri District<sup>11</sup>. While changes to planning policies have occurred to enable kāinga nohoanga in some areas, this has not been supported with investment in infrastructure. Going forward, partnering with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve land to ensure that there is sufficient capacity, and feasible access to, local networks is essential. This could include improved transport network infrastructure and services to enhance accessibility and connectivity, including by public and active modes, to support the development aspirations for kāinga nohoanga.

#### Mana whenua priorities:

- Accessibility and connectivity of kāinga nohoanga and papakāinga; improved transport network infrastructure and services to support development aspirations (including at Tuahiwi and Rāpaki)<sup>12</sup>
- Public, shared and active transport options including PT Futures and MRT in Greater Christchurch<sup>13</sup>
- Early engagement with rūnanga on major transport proposals<sup>14</sup>
- The protection of wāhi tapu, wāhi taonga and ngā wai, and indigenous biodiversity<sup>15</sup>
- Opportunities for the enhancement of environmental values, through initiatives such as roadside plantings using indigenous species and use of sustainable materials in creating and maintaining the network<sup>16</sup>
- Support for innovative technology (including through Tāwhaki – a unique partnership focused on aerospace and environmental outcomes at Kaitorete)<sup>17</sup>
- Support for a green energy transport system including alignment to Te Runanga o Ngāi Tahu Green Energy Strategy, which includes solar, wind and/or battery power for marae<sup>18</sup>
- Consideration of the better use of waterways in the future transport system, for example river based local travel, or coastal/sea-based long-distance travel<sup>19</sup>.



Main North Line, South of Kaikōura.  
Photo: KiwiRail

<sup>11</sup>Mahaanui Kura Taiao report for Greater Christchurch Spatial Plan

<sup>12</sup>Mahaanui Iwi Management Plan (NgāKaupapa / Policy P16.7)

<sup>13</sup>Te Paiherenga meeting, 8 September 2023

<sup>14</sup>Mahaanui Iwi Management Plan (Ngā Kaupapa / Policy P16.1)

<sup>15</sup>Mahaanui Iwi Management Plan (Ngā Kaupapa / Policy P16.3, P16.4)

<sup>16</sup>Te Paiherenga meeting, 8 September 2023.

<sup>17</sup>Tāwhaki is a unique commercial partnership between Te Taumutu Rūnanga and Wairewa Rūnanga and the Crown, which has a dual kaupapa to heal and rejuvenate the unique whenua at Kaitorete and advance Aotearoa's aerospace industry through the development of aerospace activities and research and development (R&D) facilities on the whenua.

<sup>18, 19</sup>Te Paiherenga meeting, 8 September 2023

## 23

## Policy context

**This section describes the key statutes and policy documents that have informed the RLTP strategic framework, 10-year transport priorities and programme as it has been developed.**

### Core statutes

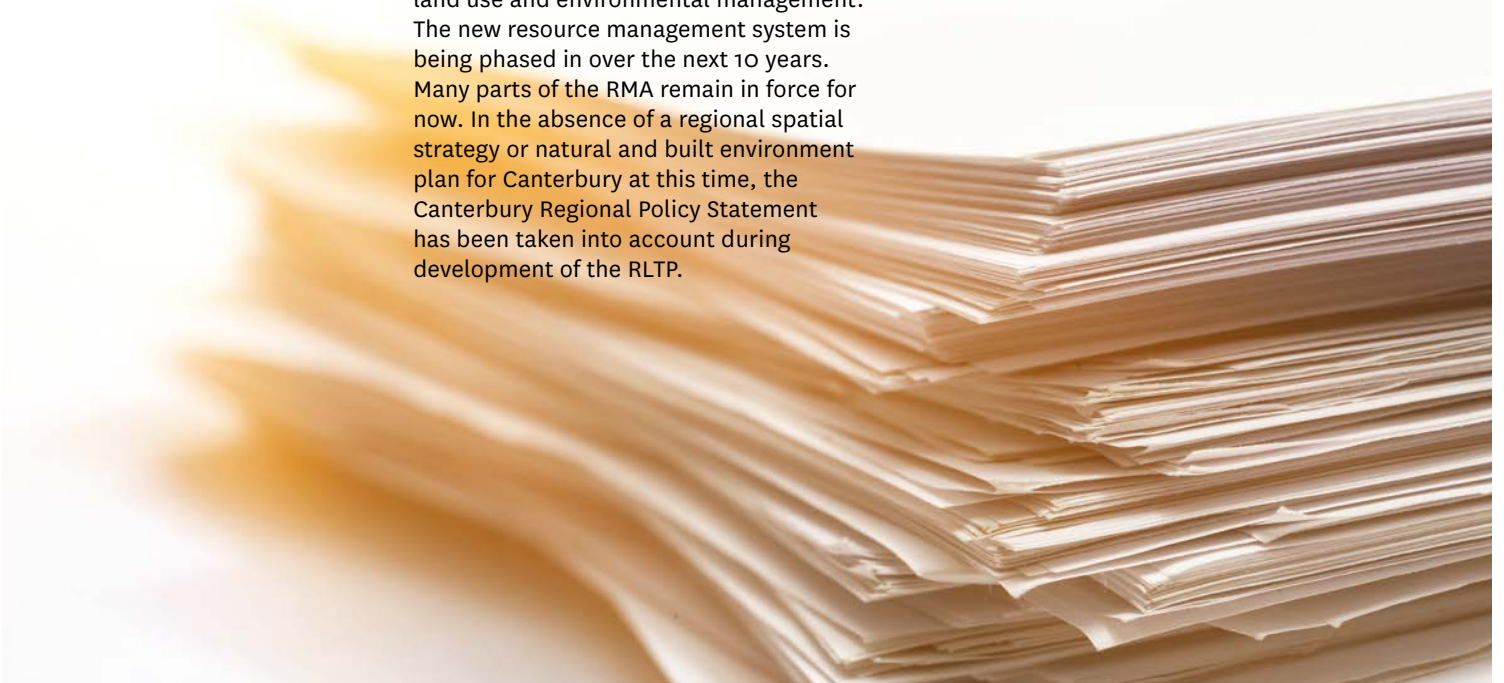
The **Land Transport Management Act (LTMA) 2003** is the principle statute guiding land transport planning and funding in New Zealand. The purpose of the Act is to contribute to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system. The LTMA sets out the core requirements of regional land transport plans and regional public transport plans for every region.

The **Spatial Planning Act (SPA) and Natural and Built Environment Act (NBEA)** were passed into law on 23 August 2023. The SPA requires each region to develop a regional spatial strategy. This Act works alongside the NBEA, the main replacement for the **Resource Management Act 1991 (RMA)**. The NBEA requires regions to develop a natural and built environment plan for land use and environmental management. The new resource management system is being phased in over the next 10 years. Many parts of the RMA remain in force for now. In the absence of a regional spatial strategy or natural and built environment plan for Canterbury at this time, the Canterbury Regional Policy Statement has been taken into account during development of the RLTP.

The **Local Government Act (LGA) 2002** guides local government planning and the way Councils carry out their functions. It includes provisions guiding the development of Council long-term plans and infrastructure strategies, where the local funding share for transport network investment is identified alongside other local investment priorities. The LGA also sets out consultation principles that are relevant for development of regional land transport plans.

The **Climate Change Response Act 2002** was amended by the Climate Change Response (Zero Carbon) Amendment Bill in 2019. Key provisions include setting a target to reduce net carbon emissions to zero by 2050. The transport sector will have a key role in contributing to achieving this target and the direction set at a national level has informed the development of this RLTP.

The **Ngāi Tahu Settlement Act** was passed in 1998 to acknowledge the grave injustices faced by the Ngāi Tahu tribe and to provide redress. The financial value of the settlement was \$170 million and the Crown recognised Ngāi Tahu's traditional kaitiaki (guardian) role in managing and safeguarding resources in the South Island.



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## Other national policy context

The **Transport Outcomes Framework** takes a strategic, long-term, and integrated approach to transport and makes clear what Government is aiming to achieve through the transport system in the long-term. The five outcomes are:



- **Inclusive access:** enabling all people to participate in society through access to social and economic opportunities, such as work, education, and healthcare



- **Healthy and safe people:** protecting people from transport-related injuries and harmful pollution, and making active travel an attractive option



- **Environmental sustainability:** transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality, and air quality



- **Resilience and security:** minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events



- **Economic prosperity:** encouraging economic activity via local, regional, and international connections, with efficient movements of people and products.

These outcomes are inter-related. To make a positive contribution across the five outcomes, the transport system also needs to be integrated with land use planning, urban development, and regional development strategies. The draft Canterbury RLTP has included these outcomes as the foundation of its strategic framework, to align with this enduring long-term direction.



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*...the transport system also needs to be integrated with land use planning, urban development, and regional development strategies.*

The Land Transport Management Act (LTMA 2003) requires the Minister of Transport to issue the **Government Policy Statement on Land Transport (GPS)** every three years. The GPS sets out the Government's priorities for expenditure from the National Land Transport Fund over a 10-year period, and how funding should be allocated. Regional land transport plans must be consistent with the GPS, and Waka Kotahi must give effect to it with regards to land transport planning and funding.

The GPS 2021 outlines four strategic priorities for land transport: Safety, Better Transport Options, Improving Freight Connections, and Climate Change. The draft GPS 2024 outlines 6 strategic priorities for land transport: Maintaining and operating the system, increasing resilience, reducing emissions, safety, sustainable urban and regional development, and integrated freight systems.

**Arataki** is Waka Kotahi's 30-year view of what is needed to deliver on the Government's current priorities and long-term objectives for the land transport system. Arataki outlines the context for change, the step changes in existing responses that it believes are needed, and the levers Waka Kotahi will use, in partnership with others, to shape change. It includes national, pan-regional and regional summaries.

The focus of Arataki in Canterbury is to help create a safer, more resilient transport system, that supports the movement of people and goods. In Greater Christchurch, the focus is to work with partners to ensure future growth and the land transport system are better integrated to support changing community needs and delivery of the five step changes.

**Road to Zero – NZ Road Safety Strategy 2020–2030** articulates the Government's vision 'a New Zealand where no one is killed or seriously injured in road crashes', guiding principles for design of the road network and road safety decisions, as well as targets and outcomes for 2030.

It sets out the five areas of focus for the next decade: infrastructure improvements and speed management; vehicle safety; work-related road safety; road user choices; and system management.

The **New Zealand Rail Plan** outlines the Government's vision and priorities for rail. The vision for the rail network in New Zealand is to provide modern transit systems in our largest cities, and to enable increasing volumes of freight to be moved off the roads and onto rail. The investment priorities identified in the plan are: investing in the national network to support growing freight demand; investing in metropolitan rail in Auckland and Wellington; and enhancing inter-regional services. A new planning and funding framework for rail has recently been introduced to better integrate rail into the land transport system. The new framework allows rail to compete for funding from the National Land Transport Fund alongside local road and state highway activities, putting rail on a more equal footing with other land transport modes.

Te Ringa Maimoa partnership is evolving the current national classification system for roads to the **One Network Framework (ONF)**. It will introduce the importance of adjacent land use and place functions in defining how the network should look and feel at any location. ONF provides an opportunity for more integrated delivery of regional outcomes. This is achieved through the incorporation of end-to-end business processes to support transport planning through to the delivery of agreed outcomes.

The **Emissions Reduction Plan** is developed by the Ministry for the Environment and outlines several actions for Waka Kotahi NZ Transport Agency to reduce transport emissions. It includes reducing reliance on cars, adopting low emissions vehicles, and decarbonising heavy vehicles and freight. It also sets targets in relation to vehicle kilometres travelled and emissions of the light vehicle fleet, freight emissions and fuel intensity. It signals new opportunities for inter-regional public transport services.

The **Sustainable Public Transport Framework** covers how public transport is procured and delivered. It aims to prioritise mode-shift, fair and equitable treatment of employees, and improved environment and health outcomes. This framework supports changes to public transport to transition to a low emissions transport system.

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## Local and regional policy context

The **Canterbury Regional Policy Statement (CRPS)** provides an overview of the resource management issues in the Canterbury region, and the objectives, policies and methods to achieve integrated management of natural and physical resources. These methods include directions for provisions in district and regional plans. It is currently under review with a draft out in December 2024. The review is being done in collaboration with Papatipu Rūnanga and will include climate change issues. The CRPS gives direction to and is implemented through Council District Plans and Environment Canterbury's Regional Plans.

The **draft Greater Christchurch Spatial Plan** anticipates a transformation of the land transport system to foster much higher rates of public and active transport usage, including through the development of a mass rapid transit service, and reduced reliance on private vehicles. Mass rapid transit is a 'city shaping' initiative that is fundamental to the shift in urban form required to help achieve a net zero emissions future.

As a Tier 1 urban area, Greater Christchurch must develop an urban vehicle kilometres travelled (VKT) reduction programme, in partnership with Waka Kotahi, by 2024. This will outline how the sub-region will achieve its targets and will inform future planning and investment decision-making.

The **Canterbury Regional Public Transport Plan 2018-28** sets out the public transport system that Environment Canterbury, in partnership with local councils in Greater Christchurch and Timaru, proposes to fund and operate.

Top priorities, over the next 10 years, are:



- **Improving our environment:** Increase the number of people using public transport and reduce the carbon footprint of public transport by shifting to zero emission vehicles



- **Growing patronage:** Greater priority on high-demand routes and a high-quality travel experience. As the population grows, rapid transit may be added to improve travel times along key corridors to and from the city



- **Accessibility:** Provide more frequent public transport services so that more people can get to workplaces, shopping, education and recreation within 30 minutes



- **Innovation:** Trial and introduce new transport and technology initiatives with lower environmental impacts, greater safety, and lower costs



- **Affordability:** Expand the network at a rate the community can afford, with cost effective new services and infrastructure that is financially sustainable for ratepayers.

**Long-Term Plans** are developed by regional and district Councils every three years, with a 10-year outlook. They are a key planning tool for Councils, describing the activities and the community outcomes they aim to achieve. Long-Term Plans also identify transport activities that will feed into the RLTP for funding from the NLTF.

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The **Canterbury Mayoral Forum's Plan for Canterbury** contributes to the Government's wellbeing aspirations for New Zealand. The vision of the Mayoral Forum for Canterbury is sustainable development with shared prosperity, resilient communities and proud identity. Priorities and objectives relevant to the RLTP include shared economic prosperity, fewer trucks on roads (optimising transport of long-distance freight by rail and coastal shipping), and climate change mitigation and adaptation. Transport related risks from the Canterbury Climate Change Risk Assessment are included in this plan.

The Canterbury Mayoral Forum Plan for Canterbury (2020-2022) has consistently advocated for a multi-modal transport network that increases the region's resilience to natural disasters and ensures the efficient movement of freight within Canterbury and our national and international markets.

**Greater Christchurch 2050** will describe the kind of place the sub-region should be for future generations, and the actions that are needed over the next 30 years to make it happen. It is being undertaken by the Greater Christchurch Partnership. Decisions made through Greater Christchurch 2050 will help inform the development of long-term work programmes and budgets for partners in the Greater Christchurch Partnership. This work will also help reposition the urban area for a more prosperous, inclusive, sustainable and resilient future.

The **Greater Christchurch Mode Shift Plan** is the first document to describe the sub-region's integrated and cohesive approach to delivering mode shift.

Mode shift entails encouraging people using single occupancy vehicles (one person per vehicle) to use other forms of travel such as active and public transport, or rideshare, to establish a foundation for future transport technologies. Travel demand management encompasses mode shift but also considers a wider range of behavioural change, including the time that people travel (peak/off peak), route choice, and ways to reduce the need to travel in the first instance.

**Mana Whenua** strategies and plans also play an important role in the development of transport systems in Canterbury. This includes the Kāinga Nohoanga Strategy, Climate Action Strategy, Mahaanui Iwi Management Plan and Green Energy Strategy that is in development. These outline important priorities and expectations of Ngāi Tahu. At the time of review, several Papatipu Rūnanga within Canterbury are in the process of developing their own climate adaptation and mitigation plans. This may impact future land transport activities.

- The Kāinga Nohoanga Strategy outlines mana whenua aspirations and expectations for kāinga nohoanga communities on Māori land reserves and in urban areas and provides a clear pathway for mana whenua, Crown and Councils to remove barriers and take all opportunities to create the kāinga nohoanga communities.
- The Climate Action Strategy provides direction across the whole spectrum of Ngāi Tahu interests, assets and activities, because the impacts of climate change will touch them all.
- Mahaanui Iwi Management Plan provides a policy framework for the protection and enhancement of Ngāi Tahu values, and for achieving outcomes that provide for the relationship of Ngāi Tahu with natural resources across Ngā Pākihi Whakatekateka o Waitaha and Te Pātaka o Rākahautū.
- The Green Energy Strategy is in development and relates to matters like the operation of marae using green energy. It is unclear yet if a transition to low emission vehicles to access marae and undertake cultural obligations will be included in the strategy.



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## Strategic framework

The Land Transport Management Act 2003 seeks an effective, efficient, and safe land transport system.

## Ministry of Transport's Outcomes Framework

The purpose of the transport system is to improve people's wellbeing, and the liveability of places

Inclusive  
access

Healthy and  
safe people

Environmental  
sustainability

Resilience and  
security

Economic  
prosperity

## Regional Land Transport Plan – 30-year vision

An innovative, resilient, low emissions transport system that helps Canterbury thrive for generations.

## Strategic objectives we will deliver our vision with

**Maintenance**

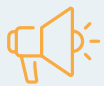
Strengthen the maintenance of the current network, so the network continues to underpin the outcomes across the region

**Resilience**

Develop a resilient transport network that can better cope with unknown stresses, natural disasters and climate change impacts

**Emissions**

Develop a range of transport emission reduction solutions across Canterbury to reduce negative environmental and health impacts

**Growth**

Develop the transport network to support well-planned, quality urban environments in areas of high growth

**Safety**

Reduce harm on our roads

**Freight**

Transition to a low emission freight system that is more resilient, productive, and innovative

## Headline targets

**Number of deaths and serious injuries on Canterbury's roads:**

40% reduction in deaths and serious injuries on Canterbury roads by 2030

**Greenhouse gas emissions from land transport in Canterbury:**

41% reduction in greenhouse gas emissions from land transport in Canterbury by 2035

**Tonnage of freight moved by rail in Canterbury:**

100% increase in tonnage of freight moved by rail in Canterbury by 2034

## Ten-year transport priorities

This section sets out the most urgent and significant problems that require focus over the next 10 years if we are to make progress towards this vision.

The key problems we need to address within the next 10 years are:

- Land use change, and increased freight and tourism demand, can result in inefficiency and reduce the condition and suitability of infrastructure
- Planning and investment do not always support sustainable transport choices, resulting in high greenhouse gas emissions and adverse health impacts
- Lack of resilience of the network to unknown stresses, severe events and climate change are resulting in community severance and infrastructure being damaged or destroyed
- Unforgiving network provision, deficiencies in design and vehicle quality, and poor decision making by transport users, are leading to deaths and serious injuries on our transport network.

The main benefits of addressing these problems are:

- The transport network is fit-for-purpose for different user needs
- Better access to sustainable transport mode options
- Improved network reliability and adaptability to deal with unknown stresses, severe events and climate change
- A safer transport network and system.

In response to these problems and investment benefits, Canterbury's 10- year transport investment priorities are:

- Create a well-maintained network
- Manage risk of exposure to extreme events
- Support and develop connected public transport and active transport networks
- Implementing safer systems (Road to Zero)
- Support and develop freight systems connecting to air, rail, and sea.

### Ten-year transport investment priorities

Create a well-maintained network

Manage risk of exposure to extreme events

Support and develop connected public transport and active transport networks

Implementing safer systems (Road to Zero)

Support and develop freight systems connecting to air, rail, and sea



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**Priority:**

Create a well-maintained network

PRIMARY PROBLEM	PRIMARY BENEFIT
<p>Current levels of road network maintenance and renewals are proving inadequate to maintain acceptable levels of service across the Canterbury region.</p>	<p>A well-maintained network benefits all outcomes across the region.</p>
THE CASE FOR INVESTMENT	SUMMARY OF EVIDENCE
<p>The state highway and local road network is Canterbury's largest value social asset. It connects our communities and underpins their wellbeing.</p> <p>There has been underinvestment and constraints on the delivery of increased road maintenance and renewals in Canterbury. There has also been a substantial increase in travel resulting from population and economic growth.</p> <p>We now have deteriorating network conditions that require increased investment to address deferred maintenance and ensure safe and reliable access for all.</p> <p>The network is also impacted by more frequent and intense weather events brought about by climate change. Most of our roads were fit-for-purpose at the time they were built, but will not meet the needs of the changing climate. This also has implications for how we maintain, operate, and renew our existing asset base, and sustain current levels of service.</p> <p>An increasing proportion of our road pavements and surfaces are aging, leading to increased susceptibility to damage. With a substantial rise in freight movement and traffic volumes we need more robust road surfaces on certain high-traffic roads. This will likely minimise the disruptive effects of frequent road works. While improving road surfaces carries a higher upfront cost, there would be longer-term benefits for Canterbury and all New Zealanders.</p>	<p>Between 2009 and 2018, funding for state highway maintenance was static. Over the same period, there was roughly a 15% increase in heavy vehicle kilometres travelled on Canterbury's state highways and a 20% increase in overall vehicle kilometres travelled.</p> <p>Local road maintenance expenditure did increase somewhat over the same period. However, the cost of labour, plant and materials also grew by 12%. In addition, in some districts across Canterbury the increase in travel was much higher than national and regional figures – by 233% in Kaikōura, 78% in Waimakariri and 45% in Selwyn (2007-2017).</p> <p>More recently, funding has increased to levels generally sufficient to prevent further deterioration in network condition (all else being constant). Some local councils in Canterbury have chosen to 100% fund additional maintenance works (without central government funding support). However, the effects of the pandemic and high inflation have limited overall delivery of increased road maintenance and renewal programmes. Funding allocations has been mostly insufficient to address the historic 'backlog' or shortfall.</p>
LONG-TERM RESULTS/MEASURES	OTHER PRIORITY IMPLEMENTATION AREAS
<ul style="list-style-type: none"> <li>• Increase in the annual proportion of vehicle kilometres travelled that occur on 'smooth' sealed roads</li> <li>• Increase the percent of maintenance bid by Waka Kotahi funded by RCA</li> <li>• Increase the percent of maintenance funded by RCA.</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure there is regional alignment and consistency across transport priorities</li> <li>• Ensure future investment supports intergenerational prosperity.</li> </ul>

# 31



## Priority:

Manage risk of exposure to extreme events

PRIMARY PROBLEM	PRIMARY BENEFIT
<p>Lack of resilience of the network to unknown stresses, severe events and climate change are resulting in community severance and infrastructure being damaged or destroyed.</p>	<p>Changes in impact of unplanned disruptive events on access to social and economic opportunities.</p>
THE CASE FOR INVESTMENT	SUMMARY OF EVIDENCE
<p>Canterbury is New Zealand's largest region by area and its roading network traverses a wide range of environments – and hazards. The region is susceptible to earthquakes and is highly reliant on bridges for river crossings – across Canterbury there are over 1,900 bridges.</p> <p>Climate change is expected to increase the vulnerability of the network.</p> <p>Disruption in the network affects the efficiency and reliability of freight movements, which reduces productivity and potential output. Longer disruptions can also greatly reduce visitor flows which can have significant impacts on local economies, especially those reliant on tourism.</p> <p>Disruptions in the network has impacts beyond the economic. Transport networks are critical for connecting communities and people to each other and places they value. They also provide critical access during emergency events allowing responders to perform more effectively.</p> <p>Breaks in the network can have substantial impacts on social and economic wellbeing. Investing in robust secondary pathways is critical to ensure there is redundancy in the network when adverse events disrupt primary routes – especially since such events will become more common due to climate change.</p>	<p>Canterbury's transport system is vulnerable to a range of risks. The Waka Kotahi National Resilience Programme Business Case identified Canterbury as being exposed to 'extreme' and 'major' risks of rockfall, erosion, wildfire, flooding, landslips, earthquakes and ice/snow. Canterbury had the highest number of 'extreme' or 'major' risks across New Zealand (together with the Top of the South and Otago).</p> <p>Climate change will increase many of these risks in the long-term, and is expected to result in increased frequency and severity of flooding, storm surges, storms and wildfires. Sea level rise will impact Canterbury's coastal corridors, such as State Highway 1 and the Main North railway line.</p> <p>In the 2018/19 year, there were 87 incidents on Canterbury's State Highway network, which resulted in disruptions on the network lasting 540 hours.</p>
LONG-TERM RESULTS/MEASURES	OTHER PRIORITY IMPLEMENTATION AREAS
<ul style="list-style-type: none"> <li>Reduction in the number of unplanned closures arising from natural hazards.</li> </ul>	<ul style="list-style-type: none"> <li>Improve understanding of network vulnerabilities arising from climate change and natural hazards.</li> </ul>

## 32

**Priority:**

Support and develop connected public transport and active transport networks

PRIMARY PROBLEM	PRIMARY BENEFIT
<p>Planning and investment do not always support sustainable transport choices, resulting in high greenhouse gas emissions and adverse health impacts.</p>	<p>Changes in human health.</p>
THE CASE FOR INVESTMENT	SUMMARY OF EVIDENCE
<p>Congestion is not as much of an issue in Canterbury as it is in other regions, but it will become an increasing issue over time due to the forecast growth in the region – particularly in the Greater Christchurch area. Mode shift is a powerful lever to bring about a range of other priorities for the region, including reduced greenhouse gas emissions and improved safety.</p> <p>Without significant infrastructure investment and effective transport choices, there will be more congestion, longer journey times and an increase in vehicle emissions. This will be particularly evident in the Greater Christchurch area and other more densely populated urban areas within the region, such as Timaru and Ashburton. If not addressed through transport choice and infrastructure, these negatives will impact regional productivity.</p>	<p>Transport emissions contribute to 388 premature deaths and \$1.8 billion in social costs associated with air pollution in Canterbury. Low emission vehicles reduce greenhouse gases but still contribute PM2.5 to air pollution. Public transport and active travel can improve air quality and health outcomes in Canterbury.</p> <p>Public transport usage in Christchurch is still below its pre-earthquake level. The 2018 Census showed that 4.2% of people commuted by bus, which lags behind usage in other large urban centres such as Wellington and Auckland. Moreover, Christchurch has a high prevalence of driving to work or study.</p> <p>Without changes in travel behaviour, Vehicle Kilometres Travelled in the Greater Christchurch area are expected to increase by 11% over the next 10 years, and 19% over the next 20 years, reflecting the projected population growth in the area over that period.</p>
LONG-TERM RESULTS/MEASURES	OTHER PRIORITY IMPLEMENTATION AREAS
<ul style="list-style-type: none"> <li>• Increase in public transport boardings</li> <li>• Increase in kilometres of active transport network (walking and cycling)</li> <li>• Increase in reliability of public transport services in Greater Christchurch.</li> </ul>	<ul style="list-style-type: none"> <li>• Improve uptake of active and public transport</li> <li>• Utilisation of demand management tools to support optimal use of the network</li> <li>• Reduction in greenhouse gas emissions from transport.</li> </ul>

## 33


**Priority:**  
 Safer systems implemented (Road to Zero)

PRIMARY PROBLEM	PRIMARY BENEFIT
<p>Unforgiving network provision, deficiencies in design and vehicle quality, and poor decision making by transport users, are leading to deaths and serious injuries on our transport network.</p>	<p>Changes in user safety.</p>
THE CASE FOR INVESTMENT	SUMMARY OF EVIDENCE
<p>Deaths and serious injuries on our roads cause devastation for whānau, friends, communities, workplaces, and the region.</p> <p>Investment in safer network infrastructure will protect people's safety and help prevent mistakes turning into tragedies. Investment in safety improvements to reduce risk is essential.</p> <p>Expected increases in population, freight volumes and tourism will increase the number of trips on Canterbury's networks. This will continue the increasing trend in the number of deaths and serious injuries in Canterbury unless a step change is made.</p>	<p>Canterbury has a poor record for deaths and serious injuries, with the third highest number out of all regions in 2017/18 (388 deaths and serious injuries).</p> <p>In 2021/22, 39 people died on Canterbury's roads, continuing a general trend of increasing deaths and serious injuries on our roads.</p> <p>Arataki identifies significantly reducing harms as a priority for Canterbury, particularly in the Christchurch urban area and surrounding townships, State Highway 1 between Christchurch and Timaru, and high-risk rural roads. Road safety issues in Canterbury include:</p> <ul style="list-style-type: none"> <li>• Crashes at intersections and involving vulnerable users (such as cyclists)</li> <li>• Inappropriate speeds on urban and rural roads</li> <li>• Driver behaviour, especially not using seatbelts.</li> </ul>
LONG-TERM RESULTS/MEASURES	OTHER PRIORITY IMPLEMENTATION AREAS
<ul style="list-style-type: none"> <li>• 40% reduction in the number of deaths and serious injuries by 2031</li> <li>• Decrease in annual injuries per million kilometres travelled</li> <li>• Decrease in annual crashes involving trucks.</li> </ul>	<ul style="list-style-type: none"> <li>• Prioritise the safety of vulnerable transport users, in particular cyclists and pedestrians</li> <li>• Provide a safe transport network by prioritising maintenance and renewals.</li> </ul>

## 34

**Priority:**

Support and develop freight systems connecting to air, rail, and sea

PRIMARY PROBLEM	PRIMARY BENEFIT
<p>Land use change and increases in travel demand can result in inefficient use of the network, and reduced productivity. Our freight and supply chain systems need to decarbonise, while still being able to efficiently move goods into, out of and within the region, to remain internationally competitive.</p>	<p>Wider economic impact.</p>
THE CASE FOR INVESTMENT	SUMMARY OF EVIDENCE
<p>Our road freight sector is efficient, reliable and relatively low cost, and will remain the dominant mode for moving goods into the future. It is also currently emissions-intensive, lacks resilience and has broader costs for society.</p> <p>Meeting committed carbon emission reduction targets requires the decarbonisation of all freight modes and the operations of the infrastructure that supports them, such as ports and airports. If carbon emissions from the freight and supply chain are not reduced, our international competitiveness will reduce and be controlled by other countries' carbon pricing schemes.</p> <p>Our reliance on road freight has hidden costs; higher cost to maintain our existing road networks, higher impact of network disruptions, and higher impacts on human health through reduced air quality and actual or perceived safety risks. Without intervention, the growth in travel demand on our road networks will result in increased congestion, and reduced efficiency and productivity over time, particularly in Greater Christchurch. To improve efficiency and productivity, more efficient use of our existing roading networks and prioritising higher-value trips is needed.</p>	<p>Heavy vehicles represent around 6% of vehicle kilometres travelled on the network, but up to 23% of road transport emissions. Freight transport emissions in Canterbury are closely correlated with the amount of diesel used by trucks, because over 90% of freight volumes within Canterbury are transported by road.</p> <p>Over the next 30 years, freight demand in Canterbury is expected to grow by over 70%. More fuel-efficient heavy vehicles can help to reduce emissions, but the weight they carry and distance they travel limits their overall impact on emissions.</p> <p>Moving more freight by rail and coastal shipping can reduce emissions by over two-thirds, as well as other benefits. The 2019 South Island freight mode shift study quantified the 2019 externality benefits of an 8% mode shift of the South Island freight task to rail and/or coastal shipping as being conservatively in the range of \$12-18 million per year.</p> <p>However, for most freight tasks, shifting to other modes (rail or coastal shipping) will require a road transport connection at one or both ends of the trip. Reducing the cost of modal transfers will make rail and coastal shipping more competitive over shorter distances.</p>
LONG-TERM RESULTS/MEASURES	OTHER PRIORITY IMPLEMENTATION AREAS
<ul style="list-style-type: none"> <li>• Increase in freight to and from Canterbury ports by rail</li> <li>• Increase in rail movements to, from and within Canterbury.</li> </ul>	<ul style="list-style-type: none"> <li>• Support a wholesale shift to zero-emissions heavy vehicles, as opposed to adopting more fuel-efficient heavy vehicles</li> <li>• Shift to a hub and spoke model over time, and reduce the cost of modal transfers to make rail and coastal shipping more competitive over shorter distances.</li> </ul>

## 35

## Fit with strategic context

The table below outlines how each investment priority aligns with the outcomes in the Ministry of Transport Outcomes Framework, the priorities identified in the Government Policy Statement on Land Transport, and the strategic objectives of this Regional Land Transport Plan. Collectively, the priorities align with all the outcomes, priorities and objectives in these documents.

INVESTMENT PRIORITY	MOT OUTCOMES						2021 GPS PRIORITIES			RLTP OBJECTIVES					
	Inclusive access	Healthy and safe people	Environmental sustainability	Resilience and security	Economic prosperity	Safety	Better transport options	Improving freight connections	Climate change	Maintenance	Resilience	Emissions	Growth	Safety	Freight
<b>Create a well-maintained network</b>	X	X	X	X	X	X				X	X	X	X	X	X
<b>Manage risk of exposure to extreme events</b>	X	X		X	X				X	X	X		X	X	X
<b>Support and develop connected public transport and active transport networks</b>	X	X	X			X	X		X	X	X	X	X	X	
<b>Implementing safer systems</b>		X				X					X	X	X		
<b>Support and develop freight systems connecting to air, rail, and sea</b>			X	X	X			X	X		X	X	X	X	X



# 36

## Policies

Achieving the strategic objectives identified in this Regional Land Transport Plan will require more than just investment in transport activities. The policies below will also be taken into account by the Regional Transport Committee and approved organisations when making transport decisions to help achieve the objectives.

POLICIES
• Advocate for targeted incentives to support a just transition to low emissions vehicles and other electric transport modes
• Support the expansion of sustainable transport energy infrastructure such as electric charging stations and hydrogen fuel stations
• Rapid expansion in the reach, accessibility, and quality of public transport options, including shared travel modes connecting towns and cities
• Fund and maintain infrastructure to increase safe and accessible active transport and micro-mobility (walking and cycling) routes
• Ensure safer streets and well-functioning urban areas that reduce the number and distance of trips that people need to make
• Advocate for more support to work from home, particularly where limited internet access or lack of co-working spaces are a barrier
• Develop solutions to ensure accessibility of essential services by active transport and micro-mobility (walking and cycling)
• Expand the support and tools available to enable communities to efficiently transition at pace to a low emission transport system
• Encourage innovation and economic development opportunities in Canterbury resulting from a low emissions transport system
• Continue to shift investment towards a step change in the transport system to the future state
• Consider wellbeing impacts for communities with a high or repeated exposure to extreme events, particularly when creating change at scale and pace
• Collaborate and coordinate planning to prioritise investment to optimise freight mode shift
• Support investment that provides a resilient freight network
• Apply Road to Zero policies and principles to the development of safety solutions
• Improve the safety of vulnerable transport users, in particular cyclists and pedestrians
• Ensure maintenance and renewals is appropriately planned and sufficiently resourced to support a range of outcomes
• Advocate for Government funding and changes in legislation for our Regional Transport Programme
• Ensure there is regional alignment across our transport priorities
• Improve understanding of network vulnerabilities arising from climate change and natural hazards
• Ensure critical assets and corridors are resilient to disruptions so that lifelines can be maintained
• Invest in alternative routes to build network resilience
• Support solutions that reduce road maintenance costs and make maintenance more sustainable
• Avoid investment that has poor alignment with spatial planning and creates urban sprawl
• Ensure investment supports reliable and consistent journey times and the efficiency of the network
• Improve safety and visitor experience for key tourist routes
• Improve accessibility to and from marae, and current and future Māori land
• Ensure equitable outcomes across the region
• Enhance value for money for transport investment across Canterbury
• Develop transport solutions that promote shared prosperity and reduced inequality, including through unlocking growth opportunities and improving connectivity.



*Kaikōura Township, North Canterbury*

## 38

## Programme and funding

**This section outlines the regional programme of activities (land transport activities being proposed for funding by Road Controlling Authorities) that align with the strategic framework and 10-year transport priorities of the Regional Land Transport Plan (RLTP).**

The regional programme has been developed by the contributing organisations using a range of tools and feedback. This includes their consideration of the priorities and expectations of Māori, involvement of the Police and road safety groups, collaboration with interested organisations and public consultations where required. The level of investment is indicative as it is contingent of Waka Kotahi funding approvals and Councils' long-term and annual planning processes. Details of specific projects can be obtained from the organisation responsible, for example in Transport Plans or Long-Term Plans.

The programme is divided into three categories of activities in accordance with the approach adopted by the Regional Transport Committee:

The **Regional programme** reflects the affordable and feasible 10-year regional investment programme. These activities are listed based on their alignment to the ten-year RLTP investment priorities. Under each priority there may be up to 3 types of activities – ongoing programmes, local improvements, and regionally significant improvements.

### 1. Ongoing programmes

Programmes that are considered business as usual, such as ongoing road maintenance and renewals and operating existing public transport services. These run every year over the 10 year period of the plan.

### 2. Local improvements

These are improvements that are usually in response to local network needs. Over the 2024-27 period, these activities are primarily focused on delivering resilience and safety outcomes across the Canterbury region and connected public and active transport improvements in the Greater Christchurch area. Local improvements occur every year over the period of the plan.

### 3. Regionally significant improvements

These are improvements that have wider regional or inter-regional significance. They are typically larger, more high-profile projects. These activities have been ranked based on their contribution to the 10-year RLTP strategic priorities. It's important to finish transport projects and initiatives that we have started, so projects from 2021 RLTP are listed first.

The **On the horizon programmes** reflect transport network changes that may be suitable for funding in the future.

All these activities are largely network improvements. While the transport system needs to change, investment in changing mechanisms and institutions has not been proposed in the plan. This is because they are either not yet developed by an Approved Organisation, achieved through Waka Kotahi national regulatory functions, or delivered by organisations that are not authorised to propose activities to the Regional Transport Committee e.g. EECA.

# 39

## To rank the regionally significant activities the Committee set 'regional significance' criteria:

An activity is considered to be regionally significant if it:

- Directly contributes to achieving the vision identified in this Plan; and
- Is fundamental to achieving one or more priorities identified in this Plan; and
- Enables or contributes to social, environmental, cultural, or economic benefits of the wider Canterbury region, such as:
  - The more people affected the more significance it will have.
  - The extent to which the matter under consideration is of an interest within the community.
  - The greater the cost implications, the more significance it should be treated with.
  - The greater the social, environmental, or cultural implications, the greater the significance of the decision.

Those projects were then ranked under the agreed strategic framework. Activities of this nature generate significant benefit to the network and are part of shaping the future of how and where we live – for example, the road network needs to develop to accommodate population growth within Greater Christchurch. The rankings draw a line of sight between the investment priorities and activities. Investment priorities identified by the Committee were weighted based on their contribution towards the strategic framework:

- Create a well-maintained network (top priority – not weighted with other priorities).
- Manage risk of exposure to extreme events (35%).

- Support and develop connected public transport and active transport networks (30%).
- Implementing safer systems (Road to Zero) (25%).
- Support and develop freight systems connecting to air, rail, and sea (10%).

There were several steps in the ranking approach for regionally significant activities:

- Activities were identified as regionally significant based on the definition approved by the Committee.
- Regionally significant activities were assigned against the investment priority they most contribute towards.
- Activities were rated for the relative contribution they make towards the investment priority, against other activities, creating a raw score. The raw score was multiplied by the weighting of the investment priority to generate a final score.
- The final score was used to generate a preliminary ranking of all regionally significant activities.
- The preliminary rankings were aligned with the Committee submission on the draft GPS which included a Strategic Investment Programme for the first time.
- The preliminary rankings were reviewed by the Committee to determine if the preliminary ranking was reflective of their collective view of the intent of the investment priorities and the definition of regionally significant. By agreement the committee could move activities up or down. The approved order then became the overall ranking for the purposes of this Plan.

The regional ranking process is separate from Waka Kotahi's funding prioritisation. Appendix 01 outlines the relationship between projects in the Transport Investment Online system and the programme tables.

# 40

## Regional Programme

### Create a well-maintained network

Road maintenance, operations, and renewals activities represent at least 40% of planned land transport investment by local and central government in the Canterbury region over the next ten years. The ongoing programme includes keeping signage visible, drains functioning, traffic signals working, and retaining the condition of footpaths, cycleways, sealed/unsealed roads, and bridges. Collectively, these activities represent a significant investment by the Government and Councils to maintain existing levels of service on the transport network for the benefit of our communities.

In the 2024-34 period, this programme also includes the proposed replacement of several strategic bridges that are nearing the end of their useful life, namely:

- Elephant Hill Stream Bridge SH82 Waimate District
- North Waihao SH82 Waimate District.

The level of investment proposed reflects agreed levels of service and community willingness to pay. In this RLTP, road controlling authorities have proposed significant increases in maintenance, operations and renewals to address deferred maintenance and turn the curve across an range of indicators tracked by the road controlling authorities.

### Where to next?

There is a need to consider different approaches to maintaining our existing networks in response to the impacts of extreme weather events and changes in network use. Our climate is generally getting wetter and hotter, meaning roads are damaged all year round.

We also have increasing demand across much of our network, driven by population and economic growth. Without a change in available funding and new funding mechanisms, we will need to consider whether we can continue to maintain some of our roads or maintain them at existing levels of service.

Projects like the Marlborough Future Access Study demonstrates some of the difficult decisions we will likely face on low volume roads. At the other end of the spectrum, some of our highest-volume roads will likely require more durable surface treatments at a higher capital cost to ensure they can continue to perform well and meet user expectations into the future.

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Table 01: Business as usual 2024 – 2034 (Create a well-maintained network)

ORGANISATION	DESCRIPTION	COST
Ashburton District Council	Maintenance, Operations and Renewals	\$238,000,000
Christchurch City Council	Maintenance, Operations and Renewals	\$1,542,000,000
Department of Conservation	Maintenance, Operations and Renewals	\$4,095,349
Environment Canterbury	Investment Management Activities	\$16,500,000
Hurunui District Council	Maintenance, Operations and Renewals	\$198,000,000
Kaikōura District Council	Maintenance, Operations and Renewals	\$27,200,000
Mackenzie District Council	Maintenance, Operations and Renewals	\$75,048,000
Selwyn District Council	Maintenance, Operations and Renewals	\$338,391,046
Timaru District Council	Maintenance, Operations and Renewals	\$251,182,389
Waimakariri District Council	Maintenance, Operations and Renewals	\$221,000,000
Waimate District Council	Maintenance, Operations and Renewals	\$74,000,000
Waka Kotahi	Maintenance, Operations and Renewals	\$1,650,000,000
<b>TOTAL</b>		<b>\$4,635,416,784</b>

Table 2 – Locally Important Improvements (Create a well-maintained network)

ORGANISATION	DESCRIPTION	COST	PERIOD
Ashburton District Council	Various local road improvements	\$27,000,000	2024
Waka Kotahi	Canterbury Share Environmental PBC	\$2,123,064	2024/2026
Waka Kotahi	Canterbury Share Digital Data Strategy	\$69,503	2024/ 2026
Waka Kotahi	Canterbury Share Digital Data Warehouse	\$258,154	2025/ 2027
Waka Kotahi	Canterbury Share Digital Engineering/BIM	\$14,297,779	2024/ 2028
<b>TOTAL</b>		<b>\$43,748,500</b>	

Table 3 – Regionally Significant Improvements (Create a well-maintained network)

ORGANISATION	DESCRIPTION	COST	PERIOD	RANK
Waka Kotahi	Legacy Property Acquisition – Canterbury	\$3,180,000	2024	2021 RLTP
<b>TOTAL</b>		<b>\$3,180,000</b>		

## 42

### Manage risk of exposure to extreme events

The focus of regionally significant resilience improvements is on key parts of the network that connect not just local communities, but Canterbury and the South Island. They include the following projects:

#### Ashburton-Tinwald Connectivity (Second Ashburton Urban Bridge)

This is the top ranked project in the region. The SH1 Ashburton River Bridge, connecting Ashburton and Tinwald, is a critical link between the mid and lower South Island. The existing bridge often operates at or near its capacity at peak travel times. When the bridge closes due to extreme weather the detour can be up to 14 hours. The second urban bridge project would provide increased resilience and redundancy to the existing bridge and support improved local access and connectivity between Ashburton and Tinwald, particularly for those using active transport.

#### Conway River Bridge

Route 70 is an important regional connection that serves as an alternate route to SH1 between the Hurunui and Kaikōura Districts. SH1 south of Kaikōura has a number of structures which limit the size of vehicular traffic for over dimensional travel, that use Route 70. The Conway River Bridge is restricted to 44,000kg resulting in high productivity motor vehicles (HPMV) travelling via SH63/65, adding significant time and kilometres to the journey. Without strategic consideration, the bridge will continue to be restricted further and is due for renewal in 2032.

#### Heaton Hayes Rail Crossing

The rail crossing upgrade project would improve safety at the level crossing and ensure continued and reliable access to the port of Timaru and industrial area. This is one of the busiest ports in the South Island and can take the over dimension power generation parts to the hydro-generators. The route is particularly important in the event of an alpine fault earthquake sequence and this project would create the only at grade resilient port access in the South Island.

#### Pages Road Bridge renewal

This is an end-of-life bridge renewal and upgrade project in the popular beachside suburb of New Brighton. The bridge is recognised for its lifeline services and role in civil defence emergencies. The new bridge would be more resilient to future earthquakes and the effects of climate change. It will also improve safety and provide a more attractive gateway to New Brighton.

In addition to these projects, there is a fully funded programme of minor resilience improvements to state highways in Canterbury, which will assist in adapting to our changing climate in line with Tiro Rangi – the National Transport Climate Adaptation Plan. The planned investment in resilience in Canterbury also includes final works on the reinstatement of state highway one in Kaikōura in response to the 2017 Kaikōura earthquake.

#### Where to next?

The state highway and rail networks have both recently had network-wide resilience programme business cases completed to better identify areas of risk. The risks to our local road networks need to be better understood, particularly those routes which might be of significance regionally or for the South Island.

There is also work underway to develop centralised, standardised reporting on local road outages to provide communities with better real time information on outages and alternative routes.

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Table 4 – Business as Usual 2024 - 2034 (Manage risk of exposure to extreme events)

ORGANISATION	COST
Hurunui District Council	\$16,658,188
Selwyn District Council	\$1,100,000
<b>TOTAL</b>	<b>\$17,758,188</b>

Table 5 - Locally important improvements 2024 – 2034 (Manage risk of exposure to extreme events)

ORGANISATION	COST
Ashburton District Council	\$7,500,000
Christchurch City Council	\$89,000,000
Hurunui District Council	\$4,680,430
Kaikōura District Council	\$1,500,000
Mackenzie District Council	\$8,000,000
Timaru District Council	\$7,718,988
Waimakariri District Council	\$1,700,000
<b>TOTAL</b>	<b>\$120,099,418</b>

Table 6 - Regionally significant improvements (Manage risk of exposure to extreme events)

ORGANISATION	DESCRIPTION	COST	PERIOD	RANK
Waka Kotahi	SH1 Clarence and Oaro improvement	\$173,735,652	2024	2021 RLTP
Ashburton District Council	Ashburton-Tinwald Connectivity (Second Ashburton Urban Bridge)	\$130,000,000	2024/2027	1
Hurunui District Council	Conway Bridge	\$10,000,000	2024/2027	4
Timaru District Council	Heaton Hayes Rail Crossing	\$3,000,000	2020/2027	4
Waka Kotahi	Low cost Low Risk Resilience Improvements	\$3,600,000	2024/2026	4
Waka Kotahi	Canterbury Crown funded Resilience	\$7,000,000	2024/2027	4
Waka Kotahi	Crown Resilience low cost low risk programme	\$3,492,000	2023/2024	4
Christchurch City Council	Pages Road Bridge Renewal (OARC)	\$58,000,000	2023/2030	12
<b>TOTAL</b>		<b>\$388,827,652</b>		



## 44

### Support and develop connected public transport and active transport networks

This investment priority supports multiple objectives of the plan. The 2021 RLTP had significant investment in the delivery of major cycleways across Greater Christchurch and regionally, it is important for these to be completed. Continued investment is required to make public transport and active modes more attractive choices for households. The proposed improvements to public transport in Greater Christchurch alone could lead to a potential 10% reduction in greenhouse gas emissions for Canterbury. The focus for investment in this plan includes:

#### Keeping existing public transport services and support going

There is significant investment required to keep the existing services in place. This includes current Metro service in Greater Christchurch, Total Mobility services across the region, support for Community Vehicle Trusts when required, and the continued provision of on demand public transport (MyWay). There is potential for the Timaru service to improve connections to the airport. Greater Christchurch Metro Services will also implement a new ticketing solution that would in future allow people to access multiple transport options in the region and seamlessly shift between them, like a subscription service.

#### PT Futures and Mass Rapid Transit

PT Futures programme business case aims to double public transport uptake and is ranked second in the region because the scaling up of bus services on key routes in Greater Christchurch is foundational to further improvements in the region. The transition to a zero emissions bus fleet is also reflected in these costs.

While initial changes are rolled out, detailed planning and design work for the high frequency Mass Rapid Transit through Riccarton and Papanui can be undertaken. Mass Rapid Transit is a significant city shaping investment that could reduce vehicle kilometres travelled by 5% and a robust approach to how this should be delivered, funded, and managed ongoing is essential to its success. Inter and intraregional shared transport would ideally be planned to connect into this service.

#### Innovative transport solutions in Ashburton

Ashburton will need to consider public transport service provision towards the end of this plan. The Sustainable Public Transport Framework is essential for innovative services to be rolled out across the region. In the interim, potential private innovations for Ashburton could be investigated to support the community to transition. For example, on demand transport through private software solutions to support the community to make better use of existing vehicles such as the taxi services, community vehicle trust and private transport providers.

#### Timaru Walking and Cycling Strategy

Implementation of this current strategy review is regionally significant as it provides a proof of concept for smaller provincial and rural councils to implement improved active transport links. This would open real mode shift possibilities and connect townships, opening potential growth in cycle tourism.

#### Where to next?

There are many ideas on how travel might change in a decarbonised transport system. Some of these transformational innovations may occur over a relatively short timeframe. Private capital is being rapidly reallocated to reduce greenhouse gas emissions, and new technology is developing quickly. Contestable funding, such as the Waka Kotahi Innovation Fund, is useful in supporting innovation. More information about how these solutions could be supported from a transport policy framework perspective is outlined in Appendix 09.

The pace and scale of change required in the land transport system to effectively respond to climate change is immensely challenging. Currently, most of the proposed activities are an asset-focused improvement to change/influence user behaviour and generate benefits that deliver on our sought outcomes. This is the costliest way to achieve change, with the lowest cost approaches to long-term change being ongoing programmes that work with households and businesses directly. Approved organisations will increasingly need to take new approaches that work more directly with households.

## 45

Table 7 – Business as usual 2024 – 2034 (Connected public transport and active transport networks)

ORGANISATION	DESCRIPTION	COST
Christchurch City Council	Public and Active transport Programme	\$42,742,948
Environment Canterbury	Public Transport Services	\$1,808,100,000
Selwyn District Council	Public and Active transport Programme	\$46,925,000
<b>TOTAL</b>		<b>\$1,897,767,948</b>

Table 8 – Locally important improvements 2024 – 2034 (Connected public transport and active transport networks)

ORGANISATION	COST
Christchurch City Council	\$148,000,000
Environment Canterbury	\$458,423,379
Timaru District Council	\$9,534,314
Waimakariri District Council	\$16,527,560
Waka Kotahi	\$13,029,999
<b>TOTAL</b>	<b>\$645,515,252</b>

Table 9 – Regionally significant improvements (Connected public transport and active transport networks)

ORGANISATION	DESCRIPTION	COST	PERIOD	RANK
Christchurch City Council	Central City Projects - Antigua Street (Tuam-Moorhouse)	\$3,000,000	2024/2027	2021 RLTP
Christchurch City Council	Central City Projects - Gloucester Street (Manchester-Colombo)	\$3,973,963	2025/2030	2021 RLTP
Christchurch City Council	Central City Projects - High Street (Tuam - St Asaph)	\$2,502,510	2023/2025	2021 RLTP
Christchurch City Council	Lincoln Road Passenger Transport Improvements between Curletts and Wrights	\$6,720,000	2023/2026	2021 RLTP
Christchurch City Council	Major Cycleway: Little River Link (Little River Route) UCF	\$49,950	2024/2030	2021 RLTP
Christchurch City Council	Major Cycleway: South Express (Hornby Rail-Templeton to City) - Hagley to Riccarton	\$8,910,000	2024/2027	2021 RLTP
Christchurch City Council	Major Cycleway: South Express (Hornby Rail-Templeton to City) - Riccarton to Craven	\$3,430,000	2024/2027	2021 RLTP
Christchurch City Council	Te Kaha Surrounding Streets	\$22,000,000	2024/2029	2021 RLTP
WK, WMK, SDC, CCC, ECan	Greater Christchurch Public Transport Futures	\$737,300,000	2024/2034	2
Waka Kotahi	Mass Rapid Transit	\$828,153,000	2024/2034	9
WK, WMK, SDC, CCC, ECan	Travel Transition Programme (TDM)	\$700,000	2024/2034	9
Waka Kotahi	NZUP SH75 Halswell Road Imp	\$24,944,648	2024/2026	9
Timaru District Council	Timaru Walking and Cycling Strategy Implementation	\$9,534,314	2024/2034	19
Selwyn District Council	Waikirikiri Alpine to Sea Trail	\$22,000,000	2024/2034	23
<b>TOTAL</b>		<b>\$1,673,218,385</b>		

## 46

## Implementing safer systems (Road to Zero)

While a range of activities in this plan supports safety outcomes and objectives, the activities in this priority have particularly high safety benefits and align with the Road to Zero nationwide approach. In this plan it covers ongoing road safety promotion, such as annual winter driving campaigns, driver education programmes and targeted support for vulnerable road users and visitors, and road improvements, such as rural intersection improvements and rail crossing upgrades. Regionally significant improvements include:

### Northern Link

This is a significant investment to review and adjust the State Highway 1 corridor in Waimakariri to make communities safer. Traffic volumes along State Highway 1 in North Canterbury and through Woodend are expected to double over the next 30 years. This traffic increase will come from a rise in long-distance traffic such as freight vehicles as well as residential developments. Investigations show that a four-lane bypass in Woodend is a suitable option. There is also a need to improve roading around Pegasus and Ravenswood.

### Hornby Development

Hornby is a major thoroughfare for both state highway and rail. It is also a major sub-regional commercial centre and potentially a major interchange for mass rapid transit. The Hornby Master Plan will help to identify the investment required by KiwiRail, Waka Kotahi and Christchurch City Council towards low emission, safe local and regional transport connections in Hornby which will reduce community severance issues and support placemaking.

### Schools

Improvements around schools keep our children and young people safe and give parents confidence to let their children walk or bike to school. This also supports emissions reduction objectives, as do many other safety improvements.

There are a few committed activities that were regionally significant improvements in the 2021 RLTP which will have some activity in the first year of this RLTP.

### Where to next?

Our investment in road safety is increasingly responding to changes in network demand from population and economic growth. It is likely that future investments will be less focused on solely safety and more focussed on delivering multiple outcomes. While safety remains a key area of focused delivery, our investment priorities will likely be increasingly focused on responding to climate change.

State Highway safety investment also needs to respond better to the changing investment priorities in Canterbury. For example, the current median barriers programme, while proposed and fully funded last RLTP, have not been implemented due to community concerns around the solution. Local Councils would prefer State Highway work focus on maintenance, renewals, more resilience, and less severance, as the State Highways are a critical regional facility.

Table 10: Business as Usual 2024 – 2034 (Safer systems)

ORGANISATION	COST
Christchurch City Council	\$21,000,000
Kaikōura District Council	\$30,000
Selwyn District Council	\$106,825,000
Timaru District Council	\$5,830,366
<b>TOTAL</b>	<b>\$133,685,366</b>

Table 11: Locally important improvements 2024 – 2034 (Safer systems)

ORGANISATION	COST
Ashburton District Council	\$6,000,000
Christchurch City Council	\$133,000,000
Hurunui District Council	\$9,135,784
Kaikōura District Council	\$450,000
Mackenzie District Council	\$8,000,000
Timaru District Council	\$9,042,064
Waimakariri District Council	\$76,945,783
Waimate District Council	\$6,540,000
<b>TOTAL</b>	<b>\$249,113,631</b>

Table 12: Regionally significant improvements (Safer Systems)

ORGANISATION	DESCRIPTION	COST	PERIOD	RANK
Christchurch City Council	New Connection: Cranford Street	\$3,360,000	2024/25	RLTP 2021
Christchurch City Council	Route Improvement: Mairehau Rd (Burwood to Marshland)	\$1,740,000	2024	RLTP 2021
Waka Kotahi	NZUP Tinwald Corridor improvements	\$8,937,542	2024	RLTP 2021
Waka Kotahi	Weigh Right Rakaia	\$9,351,907	2024	RLTP 2021
Waka Kotahi & Waimakariri District Council	Northern Link (incl Woodend SH1 Bypass)	\$714,780,000	2024/34	3
Waka Kotahi & Selwyn District Council	Rolleston Access Improvements	\$97,500,000	2024/34	7
All RCAs	Speed management	\$14,000,000	2024/34	7
All RCAs	Schools	\$11,500,000	2024/34	13
Selwyn District Council	Hoskyns Road Widening	\$6,500,000	2024/34	13
Waka Kotahi & Christchurch City Council	Hornby Access and Development	\$310,750,000	2024/34	13
Waka Kotahi	Safety Infrastructure Improvements	\$401,027,922	2024/34	13
Waka Kotahi & Christchurch City Council	Brougham and Moorhouse area	\$82,282,299	2024/34	13
Selwyn District Council	Prebbleton Arterial Intersection	\$10,250,000	2024/34	21
Waimakariri District Council	Western Link (Skew Bridge to Fernside/ Flaxton Roundabout – Waimakariri)	\$3,700,000	2024/34	21
Waimakariri District Council	Eastern Link (Waimakariri)	\$35,050,000	2024/34	25
<b>Total</b>		<b>\$1,678,329,670</b>		

# 48

## Support and develop freight systems connecting to air, rail and sea

Most of the investment in the freight system is led by the private sector. Central government agencies, like Ministry of Business, Innovation and Employment (MBIE) and EECA, work directly with the freight sector to support the development of critical initiatives. Often changes to local roads and state highways is in response to other private or central government investment. For this reason, only 4% of proposed investment in this RLTP is about the freight system.

There have been several notable freight investments in recent years in Canterbury, namely:

- Development of a new intermodal freight hub at Fairton (near Ashburton)
- Opening of the new Synlait rail siding at Dunsandel
- Further development of inland port facilities and transport linkages at Rolleston
- Low-emission truck trials.

Regionally significant improvements include:

### Skew Bridge Replacement

Replacing a deficient width 93-year-old bridge and out-of-context approach curves on critical freight and identified future public transport and cycling route between Christchurch and South Rangiora industrial area.

### Lyttleton Commercial Vehicle Regional Safety Centre Improvements

This investment will lead to more effective detection and enforcement. Improved road user charge (RUC) recovery, reduced rollovers and other crashes, reduced road wear and reduced freight supply chain disruption are all benefits to be gained from more effective detection and enforcement.

### Low Cost Low Risk State Highway Improvements

A combination of minor improvements that add significant value to freight efficiency once implemented.

### Washdyke Road Link

Improvements to efficiency and safety at key intersections in Washdyke, particularly at Seadown and Meadows Road intersection.

### Where to next?

There is a need to better understand the integrated freight system connecting air, land and sea across the South Island. This work is currently being led by the South Island Regional Transport Committee Chairs group. Over the next three years co-ordinated investment with rail is important, in terms of both long-term planning and project planning.

Our freight system needs to rapidly decarbonise to remain competitive. The Ministry of Transport is considering further freight initiatives, such as a heavy vehicle ‘clean truck’ scheme. In the long-term both hydrogen (in higher-energy applications) and electric battery technologies will be critical to freight decarbonisation.

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**Table 13: Locally important improvements (Freight Systems)**

<b>ORGANISATION</b>	<b>COST</b>	<b>PERIOD</b>
Hurunui District Council	\$1,456,133	2024/34
Timaru District Council	\$15,749,901	2024/34
Waimakariri District Council	\$2,200,000	2024/34
Waka Kotahi (Christchurch Network Optimisation PBC)	\$327,000	2024/25
Waka Kotahi (Canterbury Regional Transport planning PBC)	\$1,199,000	2025/26
<b>Total</b>	<b>\$20,932,034</b>	

**Table 14: Regionally significant improvements (Freight Systems)**

<b>ORGANISATION</b>	<b>DESCRIPTION</b>	<b>COST</b>	<b>PERIOD</b>	<b>RANK</b>
Timaru District Council	Washdyke Road Link	\$3,000,000	2024/27	26
Waimakariri District Council	Skew Bridge	\$11,000,000	2024/29	26
Waka Kotahi	Low Cost Low Risk State Highway Improvements	\$15,015,000	2024/26	26
Waka Kotahi	SH74 Lyttleton Commercial Vehicle Regional Safety Centre	\$8,157,000	2024/34	29
<b>Total</b>		<b>\$37,172,000</b>		

# 50

## On the horizon

### Activities for future consideration

There is a legal requirement for the Regional Land Transport Plan to present an affordable and feasible regional programme, as outlined in pages 40 to 49. Currently, the level of investment available is insufficient to address all the needs of the changing transport system. This section outlines the activities that could be delivered within the next ten years by the organisation proposing the activity if funding were to become available. These could become part of the regional programme with a simple variation approved by the Canterbury Regional Transport Committee, as per the significance policy in Appendix 02.



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Table 15: Future considerations for increased investment 2024 - 2034

ORGANISATION	DESCRIPTION	COST
<b>Maintaining the network</b>		<b>\$</b>
Selwyn District Council	Maintenance, Operations & Renewals	\$50,000,000
Timaru District Council	Maintenance, Operations & Renewals	\$16,658,188
Waimakariri District Council	Maintenance, Operations & Renewals	\$30,530,677
Waimate District Council	Maintenance, Operations & Renewals	\$4,000,000
<b>Manage risk of exposure to extreme events</b>		
Hurunui District Council	Ongoing Programmes	\$16,658,188
Waimakariri District Council	Ongoing Programmes	\$593,167
Hurunui District Council	Locally important improvements	\$7,020,646
Timaru District Council	Locally important improvements	\$16,658,188
<b>Connected public transport and active transport networks</b>		
Timaru District Council	Locally important improvements	\$16,658,188
Waimakariri District Council	Ongoing Programmes	\$14,417,074
Environment Canterbury	Public Transport Services	\$13,600,000
<b>Safer Systems</b>		
Waimakariri District Council	Ongoing Programmes	\$98,523,178
Hurunui District Council	Locally important improvements	\$13,703,676
Timaru District Council	Locally important improvements	\$8,329,094
Waimate District Council	Locally important improvements	\$4,000,000
Waimakariri District Council	Locally important improvements	\$1,046,766
<b>Freight Systems</b>		
Hurunui District Council	Ongoing Programmes	\$8,329,094
Hurunui District Council	Locally important improvements	\$2,184,200
Timaru District Council	Locally important improvements	\$16,658,188
Waimakariri District Council	Locally important improvements	\$13,633,255
<b>TOTAL</b>		<b>\$339,601,767</b>

Table 16: Future considerations for increased investment (Regionally Significant Improvements)

ORGANISATION	DESCRIPTION	COST
<b>Connected public transport and active transport networks</b>		
Environment Canterbury	Asset ownership improvements	\$53,000,000
WK, WMK, SDC, CCC, ECan	Transport Transition Programme (TDM)	\$45,000,000 <sup>21</sup>
<b>Safer Systems</b>		
Hurunui District Council	Carters Road Amberley	\$1,500,000
Christchurch City Council	Northcote Road Corridor Improvement	\$11,162,404
<b>TOTAL</b>		<b>\$110,662,404</b>

<sup>21</sup>The work to cost this future programme has not been done. This figure is based on the expenditure of Environment Canterbury on support to households to transition to cleaner home heating over 20 years as a proxy for the support to households and businesses to transition to cleaner transport over 10 years.



# 52

## Activities for future development

In addition to the activities above, there are some future regionally significant activities that were either not developed enough to be part of this prioritisation process or were not proposed by any Approved Organisation due to their own prioritisation processes. Future regionally significant activities can be prioritised when the Regional Land Transport Plan is reviewed in three years or by a potentially significant variation to the plan.

**Christchurch to Ashburton Corridor** – This corridor carries the highest volume of traffic south for the region largely along SH1. It has a high number of crashes for the region, and has some aging bridges that connect the South Island and ensure freight efficiency, it is signalled in the draft 2024 GPS.

For example, the Rakaia Bridge. The Rakaia Bridge is the longest bridge in New Zealand. It is nearly 100 years old and with the increasing risk of extreme events it is imperative this bridge be made resilient as a critical lifeline, not only to flooding but also ruptures of the Alpine Fault.

**Rangitata Bridge** – This bridge is in a similar situation to the Rakaia Bridge; nearing end of life with increased risk of extreme events, and a South Island lifelines connection. Ideally the Christchurch to Ashburton Corridor work signalled in the draft GPS could be extended to Timaru and include this aging, critical piece of lifeline infrastructure. This would need to be in addition to the SH1 Ashburton to Timaru Speed and Infrastructure improvements which are solely safety focussed.

**Upper Ōrari Bridge** – The Upper Ōrari Bridge two-laning project has been considered a priority by the Geraldine Community Board and the Timaru District Council for several years. Reports have noted two-laning the bridge would have benefit for road users regarding road safety, accessibility for cyclists, travel times and vehicle running costs. This bridge is used by all traffic if the nearby section of SH1 is blocked for any reason, supporting network resilience for freight and travel connections to the lower South Island.

**Hurunui Mouth Bridge (SH1)** – The 140m-long Hurunui River Bridge is one of 15 state highway one-lane bridges in Canterbury and is the South Island's only remaining one-lane bridge on SH1. The planned increased port activity at Picton and Lyttelton will create a flow on effect along the east coast where traffic such as trucks, trailers and tourist campervans will need to cross the Hurunui River Bridge (SH1). Potential benefits that could be investigated include road safety, travel times and vehicle running costs.

For the routes above, detours often have issues such as a single lane, or are not suitable for high productivity motor vehicles (HPMVs). Some detours can take up to 14 hours. Over investing in the alternative routes could lead to increased maintenance costs, so investing in our key corridors is often preferred. Other work on bridges or alternative routes to keep essential network connections include:

- SH1 Leithfield intersection
- Rakaia Gorge Bridge
- Route 72 Resilience
- Waimakariri Gorge Bridge
- SH73 Single Lane Bridges.

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**Mass Rapid Transit implementation** – This plan includes the cost of the detailed business case to better understand the solutions and costs to implement Mass Rapid Transit in Greater Christchurch. This is likely to cost several billion dollars and will need completely different funding mechanisms developed. For example, land value capture tax or a new council-controlled organisation.

**Intra and inter-regional passenger travel** – As we move towards a low emissions transport system, intra and inter-regional passenger movements will become increasingly important to decarbonise.

The draft Government Policy Statement (GPS) for Land Transport 2024 provides for \$20–50 million each year for the next three years. The RTC has requested that Environment Canterbury consider investigating intra-regional public transport in Canterbury in the development of their Long-Term Plan and Regional Public Transport Plan.

Other work on public transport and active modes to reduce emissions and improve access include:

- Opihi Bridge Walking and Cycling Access.



*Tekapo-Twizel Road at Lake Pukaki*

# 54

## Inter-regional significant activities

Within the proposed Regional Programme and proposed On the Horizon activities there are contributions to initiatives that impact the connection of our region to other regions, which together create significant public benefit. To create this benefit often requires collaboration of government, councils, private sector and community organisations. Other regional councils will be including the relevant activities that apply to their side of the connection in their Regional Land Transport Plans.

### iReX (Inter-Island Resilience Connection)

KiwiRail is introducing two new, larger, rail-enabled Cook Strait ferries to replace the three existing ferries as part of its Inter-Island Resilience Connection project (iReX) to meet future demands for inter-island freight and passenger travel. These changes will result in longer trains of up to 900m in length, and an overall increase in capacity for freight (rail and road) and passengers. This will impact the length of closure of the two level crossings as trains arrive and depart from Picton. Trains will close both crossings simultaneously for up to six and a half minutes, four times a day, severing east-west connections across Picton.

The assembly of longer trains will also result in the rail marshalling yard being extended over the Dublin Street crossing, resulting in up to 60-minute closures at that level crossing, twice a day. Additionally, the amount of rail and vehicular traffic being discharged at any one time, especially at peak times, will increase with the higher capacity of the new ferries. The new ferries will come in to operation in 2025 and 2026.

### The Whale Trail

A 200-km cycle trail and walkway from Picton to Kaikōura (known as The Whale Trail) will deliver thousands of international tourists to Marlborough's east coast.

The Whale Trail has been in the planning stage since the 2016 Kaikōura Earthquake. Its name is a nod to the importance of whales to the area. It also mirrors the whales' migratory path, which the trail will follow down the east coast of the South Island. It will connect the communities of Picton, Blenheim, Seddon, Ward, Kēkerengū, Clarence and Kaikōura. This includes 30km that were part of Waka Kotahi and KiwiRail works to improve safety, access and amenities along State Highway 1.

The trail development is planned to be undertaken in sections prioritising those sections that will have the most use, link to existing paths and infrastructure, and have less development and permission risk. Some sections of the trail are already in use, including Blenheim to Redwood Pass and a section south of the Awatere Bridge into Seddon. One section nearly finished runs from the Elevation, near Picton, to Lindens Road following the railway line. The Whale Trail is a major community project with multiple levels of complexity, with its partners including six iwi, five government departments, two councils and many landowners.

### Improving freight flow on the West Coast

In 2017/18, 3.1 million tonnes of freight was exported from the West Coast to other regions, with 1.7 million tonnes imported. Unequal incoming and outgoing freight flows on the road network reduce the efficiency of freight on the West Coast. Much of the goods that are exported from the West Coast do so by rail, while many commodities come in via road; many vehicles travelling into the region have unused capacity. There is an opportunity to improve the efficiency of freight by upgrading bridges on the West Coast to cater to HPMV and 50MAX trucks, reducing the overall number of trips and travel time. SH73 between the West Coast and Canterbury has been identified as a key route for upgrading over the next five to 10 years.

# 55

## **Extreme events require resilient connections to Otago**

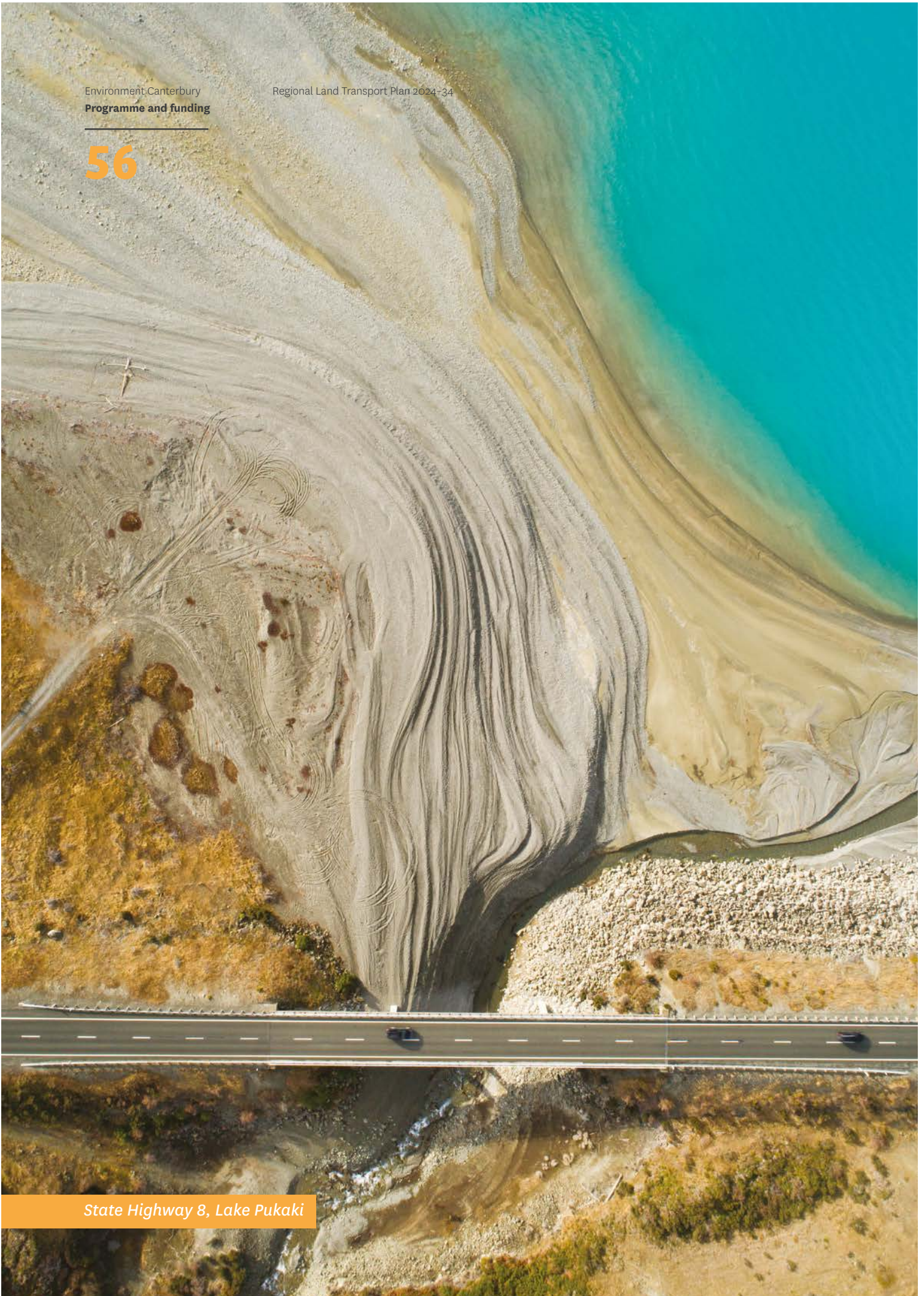
SH1 is a nationally significant road and the main route connecting Canterbury and Otago. In December 2019 the Rangitata Flooding impacted movement between Canterbury and Otago. Additional flights and alternative routes from SH1 were employed to alleviate the impact on the network and ensure people and freight, including food, could continue to move between regions. The effect of this severe weather event was felt by both regions' transport networks. This indicates the importance of Canterbury's regional network resilience on other regional networks we connect to.

There are several key regionally significant improvement projects that will increase the resilience of the road network in Canterbury. This includes important bridge projects, such as the Ashburton-Tinwald Connectivity (Second Ashburton Urban Bridge) project and the, Conway River Bridge renewal project. Initiatives on the horizon, like two-laning the Ōrari Bridge, are part of building inter-regional network resilience.



*The 2019 Rangitata flood closed two bridges, severing state highway and local networks.*

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State Highway 8, Lake Pukaki

## 57

## Expenditure and revenue forecast

**This section outlines the estimated revenue and expenditure to deliver the land transport activities outlined in the Regional Programme.**

The total revenue is estimated from various funding sources to determine whether the programme is affordable. It covers:

- Local funding e.g. from various council revenue streams like rates and borrowing.
- National funding e.g. from the National Land Transport Fund (NLTF).
- Crown funding e.g. from New Zealand Upgrade Programme.

Several assumptions have been made to provide an estimate of available funding and any potential funding gap for the 2024-2034 period as Waka Kotahi and Councils have not finalised their funding commitments for transport.

Similarly, the Government Policy Statement for Transport provides guidance on potential funding, but not commitments. The GPS may also be amended as a draft has recently been consulted on.

### Local funding

The estimated local funding has been based on each council's previously signalled transport funding in their finalised 2021-2031 Long-term Plans (LTP). The first three years (2021-2023) have been removed, and three additional years have been added for the 2032-2034 period. These additional three years have been inflated by the average level of inflation forecast by councils over the 2021-2031 LTP period (3%).

The estimated local funding is summarised in the table below.

**Table 17: 10-year local transport funding**

<b>Council</b>	<b>Estimated Funding (\$m)</b>
Ashburton District Council	109.4
Christchurch City Council	1,582.4
Environment Canterbury	618.7
Hurunui District Council	54.7
Kaikōura District Council	17.5
Mackenzie District Council	32.8
Selwyn District Council	205.7
Timaru District Council	195.3
Waimate District Council	29.5
Waimakariri District Council	211.3
<b>Total</b>	<b>3,057.3</b>

# 58

## National funding

The estimated national funding has been based on both previous NLTF funding decisions and the draft GPS 2024 activity class ranges, as Waka Kotahi is required to give effect to the GPS. Due to the change in funding context since 2021, the 2021 GPS ranges have not been used as they are not a good indicator of future national funding. The following process was used to establish an estimate funding range:

- relevant draft GPS activity classes were grouped to match the five investment priorities
- pro-rata allocation of funding was based on activity class contributions to investment priorities
- upper and lower limits were adjusted based on Canterbury’s proportion of national population (13%) for the upper limit and proportion of previous NLTF funding towards Canterbury (6%) for the lower limit
- upper limit further reduced by investment priorities not comprising of sufficient activities and/or estimated council funding to access the full NLTF funding.

The initial upper limit of estimated national funding was \$9.7b, however based on the estimated local funding, it is forecast that the upper band of national funding could be capped at \$6.9b.

The estimated national funding is summarised in the table below. The estimated national funding is within the potential range for all investment priorities except “Managing the exposure to extreme risks”.

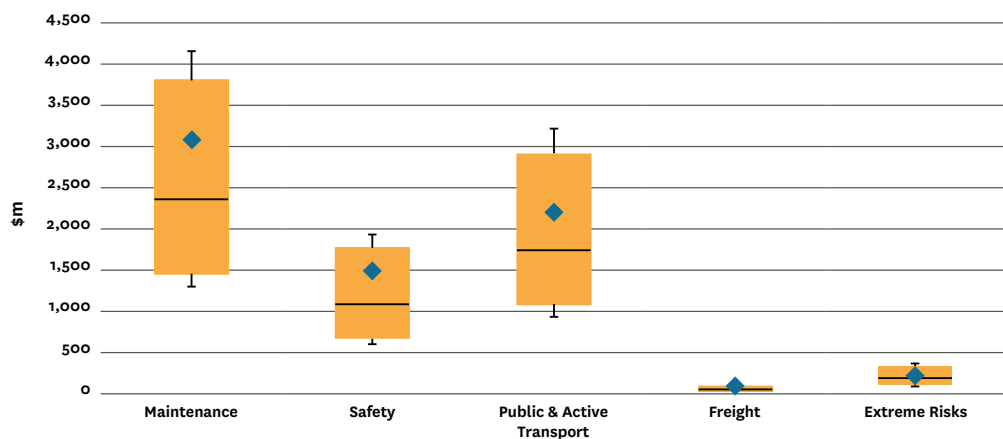
## Other funding

Some activities have committed funding from other sources. The main source is NZUP which will contribute approximately \$170 million to the RLTP.

## Expenditure and Revenue Summary

The table below outlines the estimated revenue to deliver the \$10.8 billion total projected programme expenditure. While upper and lower bands have been analysed, there is a higher likelihood of Waka Kotahi decisions being at the lower range, based on NLTF previous decisions and commitments to other activities.

Figure 1. Lower and Upper national funding per investment priority



## 59

*It is likely the region faces a ten-year funding gap of \$4.6b, based on the lower band for national funding. This will most likely affect both local and regionally significant improvements.*

**Table 18: 10-year revenue and expenditure**

	<b>Total cost (\$m)</b>
<b>Regional Programme Expenditure</b>	<b>10,789</b>
Local funding	3,057.3
Crown funding	169.6
<b>Total non-national funding</b>	<b>3,226.9</b>
National funding – Upper band	6,949.8
<b>Upper band gap (less likely)</b>	<b>612.34</b>
National funding – Lower band	2,913.6
<b>Lower band gap (more likely)</b>	<b>4,648.54</b>

As noted earlier, this has been developed prior to each approved organisation's own prioritisation processes. This may result in a greater/lesser share of funding being provided to transport programmes.

It is likely the region faces a ten-year funding gap of \$4.6b, based on the lower band for national funding. This will most likely affect both local and regionally significant improvements. Significant conversations around transport funding and financing may need to occur to reduce this risk. This could include discussions around:

- removing lower value adding projects from the RLTP programme
- increasing local and crown funding contributions
- identifying other sources of finance (including private sector and/or philanthropic sources).

To investigate or develop other sources of funding or financing, legislative and/or structural change will be required. For example, legislative change to enable Approved Organisations to consider tolls or road pricing to pay for mass rapid transit, new bridges, or potentially operational costs of ongoing long-term programmes if they have been designed to change transport outcomes and are therefore not business as usual operating costs.

Given the transport sector is largely structured around Road Controlling Authorities and Public Transport Authorities, most solutions are higher cost to fit the regulations and guidance in place for these types of authorities. Council owned solutions are slow to develop and often higher cost than non-public-asset intensive solutions. It is likely that private or non-profit solutions may need greater support to develop significantly different solutions to land transport problems, with different revenue streams. As little as 1-2% of total expenditure being refocused away from infrastructure and services towards the institutions and mechanisms of the transport system could make a significant difference. These may be identified through the review of the travel demand management programme, if this considers mechanisms and institutions more broadly, as outlined in Appendix 9.

The Ministry of Transport's review of transport funding and financing is essential to enabling Approved Organisations to progress with lowering the risk to funding and financing of the regional programme, particularly for regionally significant improvements. A report by KPMG for Council Climate Action Planning in Canterbury notes identifying reliable future revenue streams (fares, tolls, targeted rates, or user pays) will be crucial to identifying new financing sources, rather than the current approach of funding project capital expenditure through general rates. Six of the eight options in the report provide a foundation for further exploration for resilience, public transport, active transport and freight related projects. These are not likely to be suitable for road maintenance, safety improvements or improvements in response to population growth.

There is an immediate risk to funding regarding the Ashburton Tinwald Connectivity (Ashburton Second Urban Bridge), Greater Christchurch PT Futures (Mass Rapid Transit), and the Northern Link (Woodend Bypass) which are top priorities for the region. While the draft GPS 2024 signals for the Ashburton Bridge to be supported with 100% government funding, there is a significant risk that these projects will remain unfunded.



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## Monitoring indicator framework

The performance of the programme of activities in this Plan will be assessed through the measures outlined below. These measures will be reported annually to the Regional Transport Committee, with data being updated as it becomes available.

Most measures directly match a benefit identified in the Waka Kotahi Benefits Framework; the remaining measures have a strong nexus with a benefit. The Waka Kotahi Benefits Framework was released in mid-2020 and designed to provide a common framework to consider benefits across the entire decision-making process for land transport investments.

CREATE A WELL-MAINTAINED NETWORK			
<b>Measure</b>	Annual proportion of vehicle kilometres travelled on 'smooth' sealed roads	Percent of maintenance bid by Waka Kotahi funded by RCA	Percent of maintenance funded by RCA
<b>Desired trend</b>	Increase	Increase	Increase
<b>Data sources</b>	Waka Kotahi		
MANAGE THE RISK OF EXPOSURE TO EXTREME EVENTS			
<b>Measure</b>	Number of unplanned disruptions to state highways		
<b>Desired trend</b>	Decrease		
<b>Data sources</b>	Waka Kotahi		
SUPPORT AND DEVELOP CONNECTED PUBLIC TRANSPORT AND ACTIVE TRANSPORT NETWORKS			
<b>Measure</b>	Kilometres of active transport network (walking and cycling)	Public transport punctuality	Public transport patronage
<b>Desired trend</b>	Increase	Maintain	Increase
<b>Data sources</b>	Councils		
IMPLEMENTING SAFER SYSTEMS			
<b>Measure</b>	Deaths and serious injuries	Annual injuries per million kilometres travelled	Annual crashes involving trucks
<b>Desired trend</b>	Decrease	Decrease	Decrease
<b>Data sources</b>	Waka Kotahi		

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**SUPPORT AND DEVELOP FREIGHT SYSTEMS CONNECTING TO AIR, RAIL AND SEA**

<b>Measure</b>	Freight to and from Canterbury ports by rail	Rail movements to, from and within Canterbury	Freight to and from Christchurch International Airport
<b>Desired trend</b>	Increase	Increase	Increase
<b>Data sources</b>	Waka Kotahi	Waka Kotahi	Ministry of Transport

**TRANSPORT IMPACTS ON WELLBEING<sup>20</sup>**

<b>Measure</b>	Active transport to school	Active transport commute	Deaths and hospitalisations due to transport emissions (PM2.5 and NO <sub>2</sub> )
<b>Desired trend</b>	Increase	Increase	Decrease
<b>Data sources</b>	EHINZ Environmental Health Indicators New Zealand		



Ashburton River/Hakatere

<sup>20</sup>These indicators align with Te Whare Tapawhā and build on work done for the 2021 RLTP to monitor wellbeing impacts on the basis of submissions. Te Whare Tapawhā considers whanau (family), hinengaro (mental wellbeing), wairua (spiritual) and tinana (body) as aspects of integrated wellbeing. These indicators intersect and cover integrated aspects such as community severance, distances communities travel to access their schools and places of work, the hesitancy of families to let children walk/bike to school, research that commute to work in a car is the most stressful way to commute so an active commute indicates transport is becoming less mentally stressful, mental and physical benefits from active transport and the physical impacts of transport emissions on communities. More information on Dr Mason Durie's Te Whare Tapawhā can be found here [www.health.govt.nz/our-work/populations/maori-health/maori-health-models/maori-health-models-te-whare-tapa-wha](http://www.health.govt.nz/our-work/populations/maori-health/maori-health-models/maori-health-models-te-whare-tapa-wha)

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## Appendices

## Appendix 01: Regional programme details

Details of specific projects can be obtained from the organisation responsible, for example the Canterbury Regional Public Transport Plan and Long-Term Plans.

Table 18: all activities in Transport Investment Online by approved authority

ACTIVITY NAME	COST	PERIOD START	PERIOD END	TABLE #	RANK
<b>Ashburton District Council</b>					
Maintenance, Operations and Renewals Programme 2024-27	\$237,050,242	2024	2034	1	1
Road Safety Promotion 2024-27	\$948,000	2024	2027	Various	1
Low cost / low risk improvements 2024-27	\$12,090,000	2024	2027	Various	1
Low cost / low risk improvements 2024-34	\$42,219,782	2024	2034	Various	1
Ashburton Tinwald Connectivity	\$130,000,000	2024	2027	6	1
<b>Christchurch City Council</b>					
Pages Road Bridge Renewal (OARC)	\$62,339,169	2023	2029	6	12
Maintenance, Operations and Renewals Programme 2024-27	\$439,479,968	2024	2026	1	1
Northcote Road Corridor Improvement	\$11,062,404	2032	2033	18	2030
Northcote Road Corridor Improvement	\$100,000	2027	2027	18	2030
Annex/Birmingham/Wrights Corridor Improvement	\$3,298,129	2023	2025	8	1
Cathedral Square Improvements - Northern Side	\$6,586,061	2028	2030	8	1
Cathedral Square Improvements - Worcester Boulevard East & W	\$1,987,023	2028	2030	8	1
Central City Project - Antigua Street (Tuam - Moorhouse)	\$3,224,509	2024	2025	9	2021
Central City Project - High Street (Tuam - St Asaph)	\$1,586,954	2023	2025	9	2021
Central City Projects - Active Travel Area	\$24,115,240	2025	2033	8	1
Central City Projects - Cathedral Square & Colombo (Hereford)	\$18,675,919	2024	2030	8	1
Central City Projects - Fitzgerald Ave Twin Bridge Renewal	\$32,392,560	2027	2033	8	1
Central City Projects - Park Terrace	\$10,206,445	2027	2030	8	1
Central City Projects- Rolleston Avenue (Hereford to Armagh)	\$4,727,753	2024	2026	8	1
Christchurch Northern Corridor Downstream Effects Delivery P	\$9,925,415	2024	2027	8	1

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ACTIVITY NAME	COST	PERIOD START	PERIOD END	TABLE #	RANK
City Lanes & Blocks Land Purchases	\$11,722,427	2024	2033	8	1
Cranford Street New Signalised Intersection	\$3,090,816	2023	2027	8	1
Greers, Northcote & Sawyers Arms Intersection Improvement	\$4,266,600	2023	2025	8	1
Mairehau Road Corridor Improvement (Burwood to Marshland)	\$1,742,546	2023	2025	8	1
The Cathedral Square & Surrounds	\$5,533,968	2024	2027	8	1
Wigram & Hayton Intersection Improvement	\$2,774,672	2023	2025	8	1
AAC High Street (Cashel to Tuam)	\$47,417	2021	2024	9	2021
Central City Project - Gloucester Street (Manchester-Colombo)	\$3,630,427	2024	2024	9	2021
Canterbury Multi-Use Arena Support Package	\$21,360,981	2023	2028	9	2021
Lincoln Rd PT Improvements (Curletts - Wrights)	\$7,221,031	2023	2025	9	2
PT Future Infrastructure Works	\$132,130,594	2024	2033	9	2
Public Transport Improvement Programme (Brougham & Moorhouse)	\$4,833,849	2030	2031	9	2
Road Safety Promotion 2024-27	\$3,085,198	2024	2026	10	1
Road Safety Promotion 2024-27	\$2,269,624	2024	2026	10	1
Brougham Street Downstream Improvements	\$16,115,442	2031	2033	11	13
Low cost / low risk improvements 2024-27	\$37,696,500	2024	2026	Various	1
Low cost / low risk improvements 2024-27	\$4,100,000	2024	2026	Various	1
<b>DOC (Canterbury)</b>					
Maintenance, Operations and Renewals Programme 2024-27	\$2,156,692	2024	2026	1	1
<b>Environment Canterbury</b>					
Regional Land Transport Planning Management 2024-27	\$4,914,027	2024	2026	1	1
CERF-Bus Driver Ts & Cs	\$5,145,106	2022	2025	7	1
Public Transport Programme 2024-27	\$308,947,300	2024	2026	Various	1
Public Transport Programme 2024-27	\$8,664,380	2024	2026	Various	1
Public Transport Programme 2024-27	\$17,450,137	2024	2026	Various	1
Public Transport Programme 2024-27	\$20,022,807	2024	2026	Various	1
Public Transport Programme 2024-27	\$609,525	2024	2026	Various	1
Public Transport Programme 2024-27	\$1,591,900	2024	2026	Various	1
Public Transport Programme 2024-27	\$45,980,115	2024	2026	Various	1
Public Transport Programme 2024-27	\$2,796,910	2024	2026	Various	1
Public Transport Programme 2024-27	\$14,864,931	2024	2026	Various	1

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ACTIVITY NAME	COST	PERIOD START	PERIOD END	TABLE #	RANK
<b>Hurunui District Council</b>					
Maintenance, Operations and Renewals Programme 2024-27	\$63,113,895	2024	2027	1	1
Road Safety Promotion 2024-27	\$269,250	2024	2027	10	1
Low cost / low risk improvements 2024-27	\$5,230,734	2024	2027	Various	1
Low cost / low risk improvements 2024-27	\$352,150	2024	2027	Various	1
<b>Kaikōura District Council</b>					
Kaikōura Nov 2016 EQ	\$1,500,000	2019	2024	5	2021
Maintenance, Operations and Renewals Programme 2024-27	\$8,794,791	2024	2026	1	1
Road Safety Promotion 2024-27	\$30,000	2024	2026	10	1
Low cost / low risk improvements 2024-27	\$80,000	2024	2026	Various	1
Low cost / low risk improvements 2024-27	\$370,000	2024	2026	Various	1
<b>Mackenzie District Council</b>					
Maintenance, Operations and Renewals Programme 2024-27	\$21,162,726	2024	2026	1	1
Low cost / low risk improvements 2024-27	\$2,500,000	2024	2026	Various	1
Low cost / low risk improvements 2024-27	\$9,575,000	2024	2026	Various	1
Low cost / low risk improvements 2024-27	\$1,990,000	2024	2026	Various	1
<b>Selwyn District Council</b>					
Maintenance, Operations and Renewals Programme 2024-27	\$85,998,548	2024	2026	1	1
Lincoln Park N Ride	\$4,000,000	2026	2026	9	2
Road Safety Promotion 2024-27	\$1,270,000	2024	2026	10	1
Hoskyns Road Widening Stage 1	\$3,500,000	2025	2025	11	13
Dunns Crossing Rd & Burnham School Rd IS SNP	\$4,000,000	2024	2024	11	7
Gerald & Vernon IS SNP	\$3,500,000	2026	2026	11	7
Jones Road - Two Chain Road Realignment	\$3,500,000	2026	2026	11	7
Selwyn & Dunns Crossing IS SNP	\$6,000,000	2026	2026	11	7
Springs & Hamptons IS SNP	\$5,000,000	2025	2025	11	7
Springston Rolleston & Selwyn IS SNP	\$6,000,000	2025	2025	11	7
Walkers Road - Two Chain Road Roundabout	\$2,500,000	2025	2025	11	7
Low cost / low risk improvements 2024-27	\$3,900,000	2024	2026	Various	1
Low cost / low risk improvements 2024-27	\$16,610,000	2024	2026	Various	1
Low cost / low risk improvements 2024-27	\$540,000	2024	2026	Various	1
Activity Management Plan 2024-27	\$380,000	2024	2026	1	1

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ACTIVITY NAME	COST	PERIOD START	PERIOD END	TABLE #	RANK
<b>Timaru District Council</b>					
Maintenance, Operations and Renewals Programme 2024-27	\$82,056,736	2024	2026	1	1
Road Safety Promotion 2024-27	\$2,334,150	2024	2026	10	1
Low cost / low risk improvements 2024-27	\$25,776,000	2024	2026	Various	2
<b>Waimakariri District Council</b>					
Skew Bridge Improvements	\$11,000,000	2024	2028	15	26
Maintenance, Operations and Renewals Programme 2024-27	\$59,700,000	2024	2026	1	1
Road Safety Promotion 2024-27	\$950,452	2024	2026	10	1
Rangiora Eastern Link	\$35,050,000	2024	2029	11	25
Low cost / low risk improvements 2024-27	\$18,218,000	2024	2026	Various	1
Low cost / low risk improvements 2024-27	\$350,000	2024	2026	Various	1
Low cost / low risk improvements 2024-27	\$525,000	2024	2026	Various	1
Low cost / low risk improvements 2024-27	\$2,950,000	2024	2026	Various	1
<b>Waimate District Council</b>					
Maintenance, Operations and Renewals Programme 2024-27	\$20,448,195	2024	2026	1	1
Low cost / low risk improvements 2024-27	\$80,000	2024	2026	Various	1
Low cost / low risk improvements 2024-27	\$1,120,000	2024	2026	Various	1
<b>Waka Kotahi</b>					
Low cost / low risk improvements 2024-27	\$3,600,000	2024	2026	6	5
Canterbury Regional Transport Planning PBC	\$1,199,000	2025	2026	14	1
Christchurch Network Optimisation	\$327,000	2024	2024	14	1
Low cost / low risk improvements 2024-27	\$15,015,000	2024	2026	14	26
Maintenance, Operations and Renewals Programme 2024-27	\$456,915,325	2024	2026	1	1
Canterbury Share Digital Data Strategy	\$69,503	2024	2026	2	1
Canterbury Share Digital Data Warehouse	\$258,154	2025	2027	2	1
Canterbury Share Digital engineering/BIM	\$258,155	2024	2024	2	1
Canterbury Share Digital engineering/BIM	\$139,006	2025	2028	2	1
Canterbury Share Digital engineering/BIM	\$13,900,618	2026	2028	2	1
Canterbury Share Environmental PBC	\$2,123,064	2024	2026	2	1
Legacy Property Acquisition - Canterbury	\$3,180,000	2024	2024	3	1
Low cost / low risk improvements 2024-27	\$2,700,000	2024	2026	9	2
Low cost / low risk improvements 2024-27	\$13,029,999	2024	2026	9	2
PT Futures MRT	\$861,994	2019	2024	9	9
PT Futures MRT	\$63,547,000	2024	2029	9	9
PT Futures MRT	\$253,098,000	2030	2032	9	9
PT Futures MRT	\$347,492,000	2033	2033	9	9
PT Futures MRT	\$164,016,451	2030	2033	9	9

## Appendices

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ACTIVITY NAME	COST	PERIOD START	PERIOD END	TABLE #	RANK
Road Safety Promotion 2024-27	\$400,000	2024	2026	10	1
Woodend SH1 Bypass	\$13,080,000	2024	2028	12	3
Woodend SH1 Bypass	\$654,000,000	2026	2028	12	3
Woodend SH1 Bypass	\$47,700,000	2024	2029	12	3
NZUP SH1 Tinwald Corridor Improvements	\$8,940,790	2019	2024	11	2021
NZUP SH75 Halswell Rd Imps	\$25,035,313	2019	2025	9	9
Weigh Right Rakaia	\$945,575	2018	2024	12	2021
NZUP Brougham St Corridor Improvements	\$58,464,787	2019	2025	12	13
SH1 Hornby Access and Development PBC	\$1,744,000	2024	2025	12	13
SH1 Hornby Hub and corridor	\$981,000	2025	2026	12	13
SH1 Hornby Hub and corridor	\$1,199,000	2027	2027	12	13
SH1 Hornby Hub and corridor	\$11,660,000	2027	2028	12	13
SH1 Hornby Hub and corridor	\$65,400,000	2028	2029	12	13
NZUP Rolleston Access Improvements	\$77,415,540	2019	2026	12	7
CHCH Southern Motorway HJR to Rolleston (Stage 2 & 3)	\$444,171,462	2015	2024	12	13
SH1 Selwyn River to Ashburton Safety Imp	\$660,540	2022	2024	12	13
SH1 Selwyn River to Ashburton Safety Imp	\$1,306,318	2021	2024	12	13
SH1 Templeton to Selwyn River	\$1,731,323	2021	2024	12	13
SH1/73 Intersection improvement	\$1,199,000	2025	2026	12	13
SH1/73 Intersection improvement	\$1,308,000	2027	2028	12	13
SH1/73 Intersection improvement	\$23,320,000	2028	2029	12	13
SH1/73 Intersection improvement	\$203,939,000	2029	2031	12	13
SH71 Rangiora to SH1	\$820,440	2023	2024	12	13
SH73 West Melton to Yaldhurst	\$2,758,950	2021	2024	12	13
SH74 Lyttelton CVRSC	\$7,521,000	2024	2028	14	28
SH74 Lyttelton CVRSC	\$636,000	2024	2026	14	28
SIP Programme 2024-27 (Canterbury)	\$265,000	2024	2026	11	13
SIP Programme 2024-27 (Canterbury)	\$10,634,040	2024	2027	11	13
SIP Programme 2024-27 (Canterbury)	\$390,128,882	2024	2033	11	13
<i>Speed Management - Canterbury</i>	Part of SIP budget	2024	2029	11	13
<i>SIP Small Projects - Canterbury</i>	Part of SIP budget	2024	2026	11	13
<i>SH1 Selwyn River to Ashburton Tranche 2</i>	Part of SIP budget	2024	2028	11	13
<i>SH1 Templeton to Selwyn River Tranche 2</i>	Part of SIP budget	2024	2026	11	13
<i>SH1 Timaru to St Andrews</i>	Part of SIP budget	2024	2026	11	13
<i>SH71 Rangiora to SH1</i>	Part of SIP budget	2024	2027	11	13
<i>SH73 West Melton to Yaldhurst</i>	Part of SIP budget	2024	2027	12	13
<i>SH73 Darfield to West Melton</i>	Part of SIP budget	2024	2026	12	13
<i>SH1 Ashburton to Timaru</i>	Part of SIP budget	2026	2027	12	13
<i>SIP Future Activities - Canterbury</i>	Part of SIP budget	2027	2033	12	13



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**Appendix 02:  
Significance Policy**

In accordance with the Land Transport Management Act (LTMA 2003) section 106(2), regional transport committees must adopt a policy that determines significance in respect of:

- (a) variations made to regional land transport plans
- (b) the activities that are included in the regional land transport plan under LTMA (2003) section 16.

**Variations to the Regional Land Transport Plan**

1. If good reason exists to do so, a regional transport committee may prepare a variation to its RLTP during the period to which it applies. A variation may be prepared by a regional transport committee:
  - a. at the request of an Approved Organisation or the transport agency
  - b. on the regional transport committee's own motion.
2. Consultation is only required for those activities deemed to be significant. Where a variation to the Plan is required, the significance of that variation will be determined on a case-by-case basis.
3. In general, if an activity meets one or more of the following it is likely to be deemed significant:
  - a. Whether the activity has a significant effect on not achieving the objectives in the Plan; or
  - b. Whether the activity has significant network, economic or land use implications or impacts on Canterbury and/or other regions; or
  - c. Whether the activity impacts on the overall affordability of the Plan; or
  - d. Whether the improvement activity has a value of more than \$5 million; or
  - e. The extent to which, and the manner in which, the matter has already been or needs to be consulted upon; and
  - f. Has not previously been identified or consulted on as a "regionally significant activity on the horizon" or through other identification/activity in Regional Land Transport Plan planning documents.

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For the avoidance of doubt, the following variations to the RLTP are not generally considered significant for purposes of consultation:

- Addition of an activity or combination of activities that has previously been consulted on in accordance with section 18 of the Land Transport Management Act (LTMA)
- A scope change to an activity or the addition or removal of an activity that has a value of less than \$5 million
- Replacement of activities within an approved programme or group with activities of the same type and general priority
- Funding requirements for preventative maintenance and emergency reinstatement activities
- Improvements to routes which are needed to support changes in traffic following an emergency
- For improvement projects, variations to timing, cash flow or total cost resulting from costs changes
- End-of-year carry-over of allocations
- Addition of the investigation or design phase of a new activity which has not been previously consulted upon in accordance with section 18 of the LTMA.
- Variations to timing of activities if sufficient reasoning is provided for the variation and the variation does not substantially alter the balance.

### Significance criteria for regionally significant activities

This section outlines the activities classed as 'regionally significant' activities as required by section 16(3)(d) of the Land Transport Management Act 2003.

4. An activity is considered to be regionally significant if it:
  - a. Directly contributes to achieving the vision identified in this RLTP; and
  - b. Is fundamental to achieving one or more priorities identified in this RLTP; and
  - c. Enables or contributes to social, environmental, cultural, or economic benefits of the wider Canterbury region, such as:
    - i. The more people affected the more significance it will have.
    - ii. The extent to which the matter under consideration is of an interest within the community.
    - iii. The greater the cost implications, the more significance it should be treated with.
    - iv. The greater the social, environmental, or cultural implications, the greater the significance of the decision.

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**Appendix 03: Assessment of the Regional Land Transport Plan**

Section 14 of the Land Transport Management Act (LTMA) states that before a regional transport committee submits a Regional Land Transport Plan (RLTP) to a regional council for approval, the regional transport committee must:

- a. be satisfied that the RLTP:
  - i. contributes to the purpose of the LTMA.

*The purpose of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest<sup>1</sup>. The Strategic Framework on page 28 demonstrates how the strategic objectives, headline targets, and ten-year transport investment priorities align with the purpose of the LTMA.*

- ii. is consistent with the Government Policy Statement on Land Transport (GPS).

*The table on page 35 of the RLTP outlines how each of the five investment priorities are collectively consistent with the four strategic priorities identified in the GPS 2021.*

*In August 2023, the Government released a draft GPS 2024 for consultation. At the time of writing, the GPS 2021 remains the current operative statement that the RLTP must be consistent with.*

*GPS 2024 will likely be implanted after the final 2024 RLTP, and the six strategic priorities for land transport proposed under the draft GPS 2024 also align with the RLTP objectives, as shown in the table on page 35.*

- iii. is consistent with the regional spatial strategy in force for the region under the Spatial Planning Act 2023 to the extent that –
  - A. the regional spatial strategy is relevant to the content of the RLTP: and
  - B. consistency with the regional spatial strategy does not prevent compliance with subparagraph (i) or (ii) above:

*As noted on page 23 of the RLTP, on 23 August 2023, the Spatial Planning Act 2023 (SPA) was passed into law, in the absence of a regional spatial strategy for Canterbury at this time, the RLTP has been prepared to align with the Canterbury Regional Policy Statement.*

- b. have considered:
  - i. alternative regional land transport objectives that would contribute to the purpose of the LTMA.

*On 23 February 2023, the Regional Transport Committee was presented with four options for the strategic direction of the RLTP, the Committee decided upon option three which included proposed policies, this informed the rest of the review.*

*An assessment of regionally significant improvement activities for inclusion in the RLTP was undertaken by members of the Canterbury Transport Officers Group.*

*The Group membership includes transport officers from each member council and Waka Kotahi, a ranking process was undertaken, to determine the importance of the projects to identify a range of strategic investment priority areas that would contribute to the purpose of the LTMA. These were refined into a set of ten-year transport investment priorities (see page 29) aimed at addressing the region's most urgent and significant transport issues.*

<sup>1</sup>Refer to section 3 of the Land Transport Management Act 2003

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*The public consultation process provides further opportunity for consideration of alternatives.*

- ii. the feasibility and affordability of those alternative objectives.

*Considering feasibility and affordability, the Canterbury Regional Transport Committee agreed to include investment priorities in the RLTP that meet the test of being feasible and affordable based on current levels of funding.*

*The Committee will be presented with a funding and affordability assessment of the RLTP at the 23 November 2023 meeting for endorsement.*

*The activities for future consideration, as set out at page 50, outline activities that could be delivered if further funding were to become available.*

- c. have taken into account any:
  - i. National Energy Efficiency and Conservations Strategy.

*The goal of the New Zealand Energy Efficiency and Conservation Strategy 2017–2022 is that New Zealand has an energy productive and low-emissions economy, this strategy has been extended for a further five years<sup>2</sup>. Efficient and low-emissions transport is one of the strategy's three priority areas. It includes a target for electric vehicles to make up two percent of the vehicle fleet by the end of 2021.*

*The strategy suggests promoting more efficient internal combustion engines, electric vehicles, and advances in alternative fuels, along with the use of intelligent transport systems and spatial planning to reduce the amount of vehicle kilometres travelled in private vehicles.*

*The RLTP includes policies which will be taken into account when making transport decisions, such as to advocate for targeted incentives to support an equitable transition to low emissions vehicles and other electric transport modes, support the expansion of sustainable transport energy infrastructure such as electric charging stations and hydrogen fuel stations, and expand the support and tools available to enable communities to efficiently transition at pace to a low emission transport system. These policies will contribute to ongoing improvement of the vehicle fleet to reduce greenhouse gas emissions and improve air quality.*

- ii. relevant national planning framework or plans in force under the Natural and Built Environment Act 2023 (NBEA).

*As noted on page 23 the NBEA was passed into law on 23 August 2023, in the absence of a Canterbury Natural and Built Environment Plan for land use and environmental management as required under the NBEA, the RLTP has been prepared to align with the Canterbury Regional Policy Statement.*

<sup>2</sup>[www.mbie.govt.nz/building-and-energy/energy-and-natural-resources/energy-strategies-for-new-zealand/](http://www.mbie.govt.nz/building-and-energy/energy-and-natural-resources/energy-strategies-for-new-zealand/)

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**Appendix 04: Assessment of the relationship of Police activities to the RLTP**

Section 16(6) of the LTMA requires the inclusion of an assessment of the relationship of Police activities to the RLTP.

Police’s strategic direction is outlined in Police’s Statement of Intent 2023-2027. This RLTP aligns with their core goal of Safe Roads. As part of that goal, the New Zealand Police has committed to Road to Zero along with the Ministry of Transport and Waka Kotahi.

Police have also made considerable commitments to road safety through the Road Safety Partnership Programme 2021-2024. This operational framework has led to the introduction of a range of measures to promote a safe road system. Police have identified the following priority areas:

- Not wearing seatbelts or using child restraints
- Impaired driving from alcohol, drugs or fatigue
- Distracted driving
- Speed.

The Canterbury Police have a core role in working with other transport sector agencies, including Waka Kotahi and local authorities, to coordinate the delivery of programmes. In Canterbury, local authorities, the Police and other partner agencies develop annual road safety action plans and regularly report against these plans.

Additionally, the Regional Commissioner of Canterbury Police was provided the opportunity to comment during the development of this Plan.

Activities that are part of Road to Zero and Road Safety Promotion are treated as the highest priority, ‘business as usual’, in this RLTP.

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**Appendix 05: Summary  
of engagement****Developing the draft Canterbury  
Regional Land Transport Plan (RLTP)**

Transport planning involves consultation and engagement with many parts of our community.

In August 2023, a series of workshops were held with land transport users and supplier groups across Canterbury to inform the development of the draft Regional Land Transport Plan (and other transport planning processes). Workshops were held in Timaru, Ashburton, Amberley, Twizel, and online. The workshops provided interesting insights into how transport could change in different parts of the region over the next decade, including in the context of needing to reduce transport-related emissions.

The focus of these workshops was on smaller towns and rural areas in the region given the extensive consultation that has already occurred on transport matters in Greater Christchurch, such as through the Huihui Mai engagement for the Greater Christchurch Spatial Plan and various local transport planning processes undertaken by the councils in Greater Christchurch. The draft RLTP has been informed by these planning processes.

The draft RLTP has been developed with input from the nine territorial authorities in Canterbury, Waka Kotahi, and the Department of Conservation. Its development has considered existing public documents as required by the LTMA, such as the New Zealand Energy Efficiency and Conservation Strategy. The Mahaanui Iwi Management Plan has also been considered in the development of the draft RLTP to ensure alignment with the priorities and expectations of the six Papatipu Rūnanga in the mid Canterbury area.

The draft RLTP was shared with Te Rūnanga o Ngāi Tahu, the Police, Te Whatu Ora – Health New Zealand, the Ministry of Education, and the Ministry of Social Development for initial feedback. The feedback provided by these organisations has been incorporated into the draft RLTP.

The transport activities that have been submitted by Approved Organisations for consideration in this RLTP have undergone their own development processes. This will include providing the opportunity for the community to submit on activities via local government processes. At a regional level, the focus is on the broader transport system and the strategic alignment of activities against regional objectives and priorities.

The draft RLTP will be available for public consultation in 2024.

**Improving the effectiveness of the  
Regional Land Transport Plan for Māori**

Advice has been provided by a few of the Rūnanga representatives through Te Paiherenga as part of the development of the draft RLTP. Te Paiherenga is a technical working group, with representatives from ngā Papatipu Rūnanga and Canterbury Regional Council staff, that provides advice and feedback on policies, proposals and projects, and is a forum for information sharing. We are seeking advice from ngā Rūnanga on their level of interest in being more involved in transport in the future, which would provide the potential platform for ongoing conversations and greater input into future iterations of the RLTP. While there is interest in the kaupapa generally, due to the many demands on Rūnanga time, the RLTP is not currently as high a priority as other work the regional council is leading.

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**Appendix 06: Legislative requirements**

The following extracts from the LTMA (2003) outline the key requirements with respect to regional land transport plans.

**Section 14 - core requirements of regional land transport plans**

Before a regional transport committee submits a regional land transport plan to a regional council, the regional transport committee must:

- a. be satisfied that the regional land transport plan:
  - i. contributes to the purpose of this Act
  - ii. is consistent with the GPS on land transport
  - iii. is consistent with the regional spatial strategy that is in force for the region under the Spatial Planning Act 2023 to the extent that:
    - A. the regional spatial strategy is relevant to the content of the regional land transport plan
    - B. consistency with the regional spatial strategy does not prevent compliance with subparagraph (i) or (ii).
- b. have considered
  - i. alternative regional land transport objectives that would contribute to the purpose of this Act
  - ii. the feasibility and affordability of those alternative objectives
- c. have taken into account any
  - i. National Energy Efficiency and Conservation Strategy
  - ii. relevant national planning framework or plans in force under the Natural and Built Environment Act 2023
  - iii. likely funding from any source.

**Section 16 - form and content of regional land transport plans**

1. A regional land transport plan must set out the region's land transport objectives, policies, and measures for at least 10 financial years from the start of the regional land transport plan.
2. A regional land transport plan must include:
  - a. a statement of transport priorities for the region for the 10 financial years from the start of the regional land transport plan
  - b. a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the regional land transport plan
  - c. all regionally significant expenditure on land transport activities to be funded from sources other than the NLTF during the six financial years from the start of the regional land transport plan
  - d. an identification of those activities (if any) that have inter-regional significance.
3. For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain for the first six financial years to which the plan relates:
  - a. activities proposed by approved organisations in the region relating to Local road maintenance, local road renewals, local road minor capital works, and existing public transport services
  - b. (not relevant to Canterbury)
  - c. the following activities that the regional transport committee decides to include in the regional land transport plan:
    - i. activities proposed by approved organisations in the region ... other than those activities specified in paragraphs (a) and (b)

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- ii. activities relating to state highways in the region that are proposed by the agency
  - iii. activities, other than those relating to state highways, that the agency may propose for the region and that the agency wishes to see included in the regional land transport plan
  - d. the order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b), and (c)
  - e. an assessment of each activity prepared by the organisation that proposes the activity under paragraph (a), (b), or (c) that includes:
    - i. the objective or policy to which the activity will contribute
    - ii. an estimate of the total cost and the cost for each year
    - iii. the expected duration of the activity
    - iv. any proposed sources of funding other than the NLTF (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties)
    - v. any other relevant information.
  - f. the measures that will be used to monitor the performance of the activities.
- 4.** An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity.
- 5.** For the purpose of the inclusion of activities in a national land transport programme:
- a. a regional land transport plan must be in the form and contain the detail that the agency may prescribe in writing to regional land transport committees
  - b. the assessment under subsection (3) (e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the agency under paragraph (a).
- 6.** A regional land transport plan must also include:
- a. an assessment of how the plan complies with section 14
  - b. an assessment of the relationship of Police activities to the regional land transport plan
  - c. a list of activities that have been approved under section 20 but are not yet completed
  - d. an explanation of the proposed action, if it is proposed that an activity be varied, suspended or abandoned
  - e. a description of how monitoring will be undertaken to assess implementation of the regional land transport plan
  - f. a summary of the consultation carried out in the preparation of the regional land transport plan
  - g. a summary of the policy relating to significance adopted by the regional transport committee under section 106(2)
  - h. any other relevant matters.
- 7.** For the purposes of this section, existing public transport services means the level of public transport services in place in the financial year before the commencement of the regional land transport plan, and any minor changes to those services.
- Section 18 - consultation requirements**
- 1.** When preparing a regional land transport plan, a regional transport committee:
- a. must consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002
  - b. may use the special consultative procedure specified in section 83 of the Local Government Act 2002.



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**Appendix 06: Legislative requirements continued****Section 106 - functions of regional transport committees**

1. The functions of each regional transport committee are:
  - a. to prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council.
  - b. to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.
2. Each regional transport committee must adopt a policy that determines significance in respect of:
  - a. variations made to regional land transport plans under section 18D
  - b. the activities that are included in the regional land transport plan under section 16.

**Appendix 07: Climate Impact Assessments**

The Climate Assessment of Transport Investment (CATI) tool has been used to understand the potential emissions impact of activities in this investment programme.

The overall climate impact rating of the draft 2024-34 Canterbury RLTP investment programme is -0.51 (on a scale of -3 to +3). This is a slightly negative overall impact on emissions.

Local road and state highway maintenance, operations and renewals (MOR) expenditure is included in this total. Currently, because of how the network is used, this spend maintains the status quo and therefore scores slightly negatively (-1). However, in a system with different vehicle technology and user behaviour it could in theory support a more positive emissions outcome.

The regionally significant improvements have an overall score of +0.34, largely due to public transport improvements in Greater Christchurch. This indicates that the proposed improvement activities contained in this plan will on balance impact positively on emissions (i.e., reduce overall emissions in Canterbury).

While this represents a step in the right direction in terms of addressing climate change, we know we need to do much more to meet the pace and scale of change required.

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**Appendix o8:  
Health Analysis**

Te Mana Ora (National Public Health Service, Te Whatu Ora) undertook a health analysis of the draft RLTP's proposed activities, policies and priorities to support the integration of health impact considerations into the RLTP.

Transport is an important determinant of health; the ability to travel and the way people travel can have positive or negative impacts on health. Transport provides access to education, employment, healthcare, food and other amenities but also contributes to health challenges, including climate change, air pollution, obesity and traffic crashes. The current car-dominated transport system in Aotearoa New Zealand causes ill-health from noise, environmental degradation, stress and a host of diseases associated with physical inactivity (including type 2 diabetes, cardiovascular disease, dementia and bowel and breast cancers). While transport infrastructure can improve access and independence, it can also have negative impacts including the severance of communities. Transport contributes to health inequity, as Māori bear a greater share of the transport-associated negative health impacts.<sup>1</sup> As highlighted in the WAI 2575 report, achieving equitable health outcomes for Māori is a responsibility of all sectors, not just the health sector.<sup>2</sup>

Individuals and communities can experience transport disadvantage due to factors such as financial and access barriers or a lack of transport options. Transport disadvantaged groups include Māori, older people, disabled people, young people and children, people who are socio-economically deprived, and people living in rural areas. As the levers related to transport-related health impacts for urban population are better understood, the health analysis focused on rural populations in Canterbury to inform equitable transport prioritisation.

While most of Canterbury's population live in or near the largest urban centres, people living in rural settings face different health and transport challenges to their urban counterparts. Transportation plays a critical role in access to other determinants of health and to social connection. The dispersed nature of rural residents means there are currently few alternatives to using private vehicles to access these amenities.

The proposed improvement activities and prioritisation in the draft RLTP have potential for health gains for the overall population through safety improvements, public and active transport improvements and reduced emissions. The latter are likely to benefit the health of the urban population more than rural. Safety improvements are an important pathway for reducing transport-related deaths and injuries for rural populations.

<sup>1</sup>Randal E, Shaw C, McLeod M, Keall M, Woodward A, and Mizdrak A. (2022). The Impact of Transport on Population Health and Health Equity for Maori in Aotearoa New Zealand: A Prospective Burden of Disease Study. *Int J Environ Res Public Health*; 19(4): 2032.

<sup>2</sup>Waitangi Tribunal. (2019). *Hauora: Report on Stage One of the Health Services and Outcomes Kaupapa Inquiry*, WAI 2575. Wellington. Waitangi Tribunal. pp. 163–164.

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The shift to investing more heavily in activities related to managing the risk of extreme events will likely lead to health gains, particularly through increased resilience and maintaining access to services. This is a key function of transport for rural communities who are at high risk of isolation and disruption of services due to earthquakes and extreme climate related events such as flooding, fire and cyclones.

To further support the health of the rural population, continued investment will be needed in future for infrastructure and services in rural areas that boost emissions reductions and mode shift activities, including public or shared transport options. Action to reduce emissions and mitigate climate change will benefit health. Supporting people away from reliance on private vehicles and transitioning to public and active transport options, while not exacerbating existing inequities, will enhance overall community wellbeing and environmental outcomes. Equal opportunity for everyone to participate in transport is needed to ensure a just and fair approach to mobility. More research is needed to understand rural communities and how specific levers to changing transport behaviour may impact them. Taking a cross-sector integrated planning approach to transport is key to improving and ensuring positive health and wellbeing outcomes for all communities in the region, especially those who experience transport disadvantage and transport-related health inequities.

## Appendix 09: Transport Emissions Reduction Solutions

The Ministry of Transport **Behaviour Change Framework** provides a systematic lens on tools and interventions that support individuals and communities to change their behaviour. The five categories of factors that encourage positive change are:

1. Institutional factors: policy settings, governance structures, legal and institutional frameworks, guidelines and standards, informal institutions, and economic and market forces.
2. Socio-cultural factors: social and cultural norms, values, citizen participation, social movements and collective action, inter-personal influence and media and advertising.
3. Infrastructural factors: physical infrastructure (including quality and access) and spatial planning, digital and technology.
4. Business, corporate, and organisational factors: investment, services, policies, and economic incentives of organisations.
5. Individual factors: attitudes, awareness, habits and routines, abilities, and consumption choices.

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***To meet our emission reduction targets and slow the effects of climate changes, current attitudes and behaviours to how we use the transport system needs to change.***

#### **Travel Demand Management**

***To meet our emission reduction targets and slow the effects of climate changes, current attitudes and behaviours to how we use the transport system needs to change. The future transport system will require significant shifts in daily and habitual, individual and business behaviour.***

Travel demand refers to how people use a transport system and how they expect ease and access to support their regular routines. Travel Demand Management can also be described as behaviour change strategies. Individual and collective behaviour change to enable the shift to a low emission, innovative transport system could look like the following:

- Strategies
- Policies; and/or
- Incentives.

Individually, or combined these methods to encourage behaviour change and remove or redistribute the demand on different areas of the transport system, this including:

- Private vehicle use
- Public transport; and
- Active modes e.g. walking and cycling.

Travel demand management and increased alternative low emission transport options will focus on engaging community on the climate change and options towards action and mitigation through emissions friendly transport choices.

Travel demand management and behaviour change – The plan mentions the importance of efficient and tailored travel demand management across Canterbury. Travel demand management has measures which promotes more efficient, sustainable, and equitable transportation systems, contributing to the overall well-being and prosperity of Canterbury. A travel demand management programme for Canterbury would likely require contributions from multiple central and local government agencies, and potentially partnerships with commercial or charitable entities.



*State Highway 73 between Canterbury and the West Coast is a key freight route*

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## Appendix 10: 2021 Regionally Significant Improvements progress

The following projects were approved for NLTF funding in 2021 and are included in the 2024-27 RLTP programme.

APPROVED ORGANISATION	PROJECT NAME	PHASE	STATUS
<b>Christchurch City Council</b>			
Christchurch City Council	AAC High Street (Cashel to Tuam)	Construction	Funding Approved
Christchurch City Council	Greers, Northcote & Sawyers Arms Intersection Improvement	Implementation	Funding Approved
<b>Environment Canterbury</b>			
Environment Canterbury	CERF-Bus Driver Ts & Cs	Implementation	Funding Approved
<b>Kaikōura District Council</b>			
Kaikōura District Council	Kaikōura Nov 2016 EQ	Construction	Funding Approved
<b>Waka Kotahi NZTA (Canterbury)</b>			
NZTA (Canterbury)	CHCH Southern Motorway HJR to Rolleston (Stage 2 & 3)	Construction	Funding Approved
NZTA (Canterbury)	NZUP Brougham St Corridor Improvements	Implementation	Funding Approved
NZTA (Canterbury)	NZUP Brougham St Corridor Improvements	Implementation	Funding Approved
NZTA (Canterbury)	NZUP Rolleston Access Improvements	Implementation	Funding Approved
NZTA (Canterbury)	NZUP Rolleston Access Improvements	Implementation	Funding Approved
NZTA (Canterbury)	NZUP Rolleston Access Improvements	Pre-implementation*	Funding Approved
NZTA (Canterbury)	NZUP SH1 Tinwald Corridor Improvements	Implementation	Funding Approved
NZTA (Canterbury)	NZUP SH1 Tinwald Corridor Improvements	Implementation	Funding Approved
NZTA (Canterbury)	NZUP SH75 Halswell Rd Imps	Implementation	Funding Approved
NZTA (Canterbury)	NZUP SH75 Halswell Rd Imps	Implementation	Funding Approved
NZTA (Canterbury)	PT Futures MRT	Indicative Business Case	Funding Approved
NZTA (Canterbury)	SH1 Selwyn River to Ashburton Safety Imp	Pre-implementation*	Funding Approved
NZTA (Canterbury)	SH1 Selwyn River to Ashburton Safety Imp	Implementation	Funding Approved
NZTA (Canterbury)	SH1 Templeton to Selwyn River	Pre-implementation*	Funding Approved
NZTA (Canterbury)	SH71 Rangiora to SH1	Property	Funding Approved
NZTA (Canterbury)	SH73 West Melton to Yaldhurst	Pre-implementation*	Funding Approved
NZTA (Canterbury)	Weigh Right Rakaia	Implementation	Funding Approved

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## Appendix 11: Annual costs over ten years

The Land Transport Management Act requires the Regional Land Transport Plan to provide annual costings for all activities. Outlined below is the likely annual costings by each authorised organisation that would support the full based on the above regional programme within the plan. Actual expenditure will likely differ as funding decisions are yet to be made.

ORGANISATION NAME	24/25	25/26	26/27	27/28	28/29
	\$	\$	\$	\$	\$
Ashburton District Council	20,672,500	20,582,500	20,863,500	22,148,040	23,033,962
Christchurch City Council	204,000,000	217,700,000	221,000,000	244,300,000	227,000,000
DOC (Canterbury)	1,400,000	1,300,000	1,300,000	1,000,000	1,000,000
Environment Canterbury	155,941,231	199,908,651	212,147,891	264,407,677	274,855,033
Hurunui District Council	18,064,826	23,724,573	24,379,118	15,408,789	16,857,149
Kaikōura District Council	3,184,932	3,300,176	3,257,471	2,705,661	2,472,509
Mackenzie District Council	6,987,000	7,260,550	11,474,278	7,822,191	8,132,301
Waka Kotahi (Canterbury)	278,772,046	289,597,715	482,911,419	492,212,190	540,318,462
Selwyn District Council	52,085,034	63,281,752	73,560,762	74,265,765	78,049,990
Timaru District Council		35,111,880	37,319,856	38,294,650	39,464,436
Waimakariri District Council	27,009,977	28,964,734	26,383,189	42,964,255	45,412,863
Waimate District Council	7,290,411	7,514,324	7,655,432	8,082,048	8,251,011
<b>Total</b>	<b>812,562,956</b>	<b>898,246,856</b>	<b>1,122,252,916</b>	<b>1,213,611,266</b>	<b>1,264,847,715</b>

ORGANISATION NAME	29/30	30/31	31/32	32/33	33/34
	\$	\$	\$	\$	\$
Ashburton District Council	23,955,320	24,913,533	25,910,074	26,946,477	28,024,336
Christchurch City Council	221,400,000	242,000,000	244,500,000	237,600,000	261,000,000
DOC (Canterbury)	1,000,000	1,000,000	1,000,000	\$1,000,000	1,000,000
Environment Canterbury	306,434,558	320,179,738	321,205,736	334,379,522	348,225,620
Hurunui District Council	16,271,069	16,174,429	17,625,953	17,979,053	18,235,953
Kaikōura District Council	2,570,595	2,777,845	2,911,729	2,803,428	2,825,959
Mackenzie District Council	8,458,616	8,802,147	9,162,904	9,538,899	9,940,144
Waka Kotahi (Canterbury)	402,612,886	489,193,543	467,414,876	262,447,378	573,684,234
Selwyn District Council	82,040,909	88,637,296	93,173,899	97,959,362	105,692,984
Timaru District Council	40,681,014	41,946,254	43,262,104	44,630,589	46,053,812
Waimakariri District Council	45,374,569	26,582,946	31,387,584	32,789,092	29,442,094
Waimate District Council	8,390,734	8,508,216	8,603,996	\$8,677,534	8,736,365
<b>Total</b>	<b>1,159,190,270</b>	<b>1,270,715,947</b>	<b>1,266,158,855</b>	<b>1,076,751,333</b>	<b>1,432,861,501</b>

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## Glossary

<b>Active transport</b>	Transport modes that rely on human power and physical activity, primarily walking and cycling. People with disabilities may use mobility devices to enhance or enable independent active transport.
<b>Approved Organisation</b>	A regional council, a territorial authority, or an approved public organisation as defined in the LTMA 2003.
<b>At-grade</b>	Where two or more routes (for eg road and rail) meet at the same vertical level.
<b>Canterbury</b>	For the purposes of this plan, the Canterbury region is the administrative area covered by the Canterbury Regional Council, excluding the administrative area covered by the Waitaki District Council. The whole of the Waitaki District is covered under the Otago Regional Land Transport Plan.
<b>Capacity</b>	The theoretical maximum number of vehicles (vehicular capacity) or persons (person capacity) that can pass through a given section of road or an intersection during a given period of time, usually expressed as vehicles per hour or persons per hour.
<b>Community transport</b>	A transport service established and operated by a community for members of that community.
<b>Corridor</b>	A geographical area usually defined by a railway, motorway, roadway, or other physical element and its immediate surrounding area.
<b>EECA</b>	Energy Efficiency and Conservation Authority
<b>Financial Assistance Rate (FAR)</b>	A percentage of costs funded by Waka Kotahi NZTA recognising that there are national and local benefits from investment in the network.
<b>Government Policy Statement for Land Transport</b>	A high level statement of intent from the Government regarding land transport in New Zealand.
<b>Greater Christchurch</b>	For the purpose of this plan, Greater Christchurch is the area covered by the Greater Christchurch Urban Development Strategy (UDS). Greater Christchurch comprises the Christchurch City Council area, including Lyttelton Harbour but not the remainder of Banks Peninsula, and parts of Waimakariri and Selwyn District Councils. For a map of the UDS area, visit <a href="http://www.greaterchristchurch.org.nz">www.greaterchristchurch.org.nz</a>
<b>HPMV</b>	High productivity motor vehicle
<b>Infrastructure</b>	All fixed components of a transportation system, including roadways and bridges, railways, ports, park-and-ride sites, bus stops/shelters and other physical elements.
<b>Land transport</b>	Means: (a) transport on land by any means, (b) the infrastructure, goods and services facilitating that transport. The definition also includes coastal shipping.
<b>Land transport system</b>	All infrastructure, services, mechanisms and institutions that contribute to providing for land transport.
<b>Level of service</b>	A qualitative measure that describes the operational conditions of a road or intersection.
<b>Local roads</b>	Roads operated by territorial local authorities.
<b>Low emission transport system</b>	A low emission transport system is one that minimises the gross greenhouse gas emissions associated with the transport system.



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<b>LTMA</b>	Land Transport Management Act 2003.
<b>Mass Rapid Transit (MRT)</b>	Mass rapid transit is a step up from conventional public transport, being a quicker, more frequent and reliable, higher-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic.
<b>Micro-mobility</b>	A range of small, lightweight vehicles operating at speeds typically below 25 km/h and driven by users personally. Micro-mobility devices include bicycles, e-bikes, electric scooters, and electric skateboards. People with disabilities may use mobility devices to enhance or enable their personal mobility.
<b>Mobility</b>	The ability to move or be moved freely and easily. Mobility is not the same as accessibility which is about the ease of reaching a specific location or service.
<b>Multi-modal</b>	Used to describe travel or transport of goods involving more than one transport mode.
<b>Mode</b>	A categorisation of transport methods, e.g. private motor vehicle, walking, cycling, rail, public transport.
<b>Motor vehicles</b>	A vehicle powered by an engine or motor, including cars, vans, trucks, trains and motorbikes.
<b>National Energy Efficiency and Conservation Strategy (NEECS)</b>	A Government strategy prepared under the Energy Efficiency and Conservation Act 2000.
<b>National Land Transport Fund (NLTF)</b>	The dedicated part of the Crown Bank Account into which land transport revenue, as defined in section 6 of the Land Transport Management Act 2003, is paid.
<b>National Land Transport Programme (NLTP)</b>	The mechanism through which NZTA allocates funds for land transport infrastructure and services.
<b>NBEA</b>	Natural and Built Environment Act 2023
<b>NPS</b>	National Policy Statement issued under the RMA. National policy statements (NPS's) enable the Government to prescribe objectives and policies for matters of national significance which are relevant to achieving the sustainable management purpose of the Resource Management Act.
<b>Network</b>	Infrastructure or services that are connected to enable the transition of people and goods from one piece of infrastructure or service to another.
<b>New Zealand Upgrade Programme (NZUP)</b>	A fund established by the Government to support the upgrade of essential roads in New Zealand.
<b>One Network Framework (ONF)</b>	A road classification system jointly developed by Waka Kotahi and Local Government to provide a nationally consistent framework for determining road function, future levels of service, the appropriate maintenance levels, and improvement priorities.
<b>Outcome</b>	Outcomes set out how the objectives of the strategy will be delivered.
<b>Peak time</b>	The time period, usually in the morning and in the afternoon, when the heaviest demand occurs on a transportation facility or corridor.
<b>Provincial Growth Fund</b>	A fund established by the Government aimed at lifting productivity in the provinces.

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<b>Public transport</b>	Passenger transportation services available to the public on a regular basis using vehicles, including buses, trains, trams, ferries and taxis, that transport people for payment of a fare, usually but not exclusively over a set route or routes from one fixed point to another.
<b>Regional GDP</b>	Annual estimates of regional Gross Domestic Product for the Canterbury region.
<b>RMA</b>	Resource Management Act 1991.
<b>Rideshare</b>	The act of coordinating the sharing of rides with other people in a private motor vehicle, sometimes referred to as carpooling.
<b>RLTP</b>	Regional Land Transport Plan.
<b>Regional Transport Committee</b>	A committee of Environment Canterbury required by the Land Transport Management Act 2003. The Committee is responsible for the preparation and approval of this Plan.
<b>Road Controlling Authority (RCA)</b>	City councils, district councils and Waka Kotahi.
<b>Road to Zero</b>	A strategy to reduce the road toll to zero.
<b>Rural area</b>	For the purposes of this Plan, the definition used by Statistics New Zealand is applied: “The rural areas of New Zealand are those which are not specifically designated as ‘urban’. They include rural centres and district territories where these are not included in main, secondary or minor urban areas”. (Refer to definitions in this glossary of rural centres, main, secondary and minor urban areas.)
<b>Single occupancy vehicle</b>	A vehicle carrying a driver with no passengers.
<b>SPA</b>	Spatial Planning Act 2023.
<b>A State Highway</b>	A road managed by NZTA and gazetted as state highway.
<b>Sustainability</b>	In the transport sector, this is taken to mean finding ways to move people and goods in ways that reduce the impact upon the environment, economy and society.
<b>Territorial local authorities</b>	City councils and district councils.
<b>Transport Officer Group</b>	An informal group of transport staff from the regional council, district councils and Waka Kotahi.
<b>Travel Demand Management (TDM)</b>	An application of strategies, policies and initiatives to reduce travel demand or redistribute demand across multiple modes of transport.
<b>UCF</b>	Urban Cycleways Fund.
<b>Total Mobility</b>	A subsidised transport service to increase the mobility of people with serious mobility constraints.
<b>Volume</b>	The number of vehicles or people on a motorway, roadway or any other transportation facility.
<b>Waka Kotahi NZ Transport Agency</b>	A Government transport agency created under section 93 of the Land Transport Management Act 2003.



*Taking action together to shape a thriving and resilient Canterbury, now and for future generations.*  
*Toitū te marae o Tāne, toitū te marae o Tangaroa, toitū te iwi.*  
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**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** BYL-55 SHW-02-01 / 240205016484**REPORT TO:** SOLID & HAZARDOUS WASTE WORKING PARTY  
COUNCIL**DATE OF MEETING:** 27 February 2024  
5 March 2024**AUTHOR(S):** Kitty Waghorn, Solid Waste Asset Manager**SUBJECT:** Kerbside Collection Standardisation: Amendments to Solid Waste & Waste Handling Licensing Bylaw Terms & Conditions**ENDORSED BY:**  
(for Reports to Council,  
Committees or Boards)  
General Manager  
Chief Executive**1. SUMMARY**

- 1.1. This report is to seek approval from the Council, via a recommendation from the Solid & Hazardous Waste Working party, to amend the Terms & Conditions in Appendix i of the Solid Waste & Waste Handling Licensing Bylaw. The main purpose is to align the terms and conditions with the new regulations.
- 1.2. The government gazetted regulations that require all Councils to standardise their kerbside recycling and food scrap/organics collection acceptance criteria in September 2023. This has resulted in changes to the Waimakariri District's acceptance criteria for both Recycling and Food Organics Garden Organics (Organics) bins as from 1 February 2024.
- 1.3. Clause 4 of the Council's Solid Waste & Waste Handling Licensing Bylaw 2016 specifies that "*Any person using a kerbside collection service must comply with the Terms & Conditions for that service as determined by the Council by resolution...*". Clause 18 in the Terms & Conditions (T&C) specifies which materials are accepted in Recycling, Organics and Rubbish bins.
- 1.4. Under Clause 18 i the T&C states that "the list of acceptable recyclable materials will be held on the Council's website, will be updated as necessary and any changes to materials that can be accepted will be advertised in local media". However, Clause 18 iii includes a bullet-point list of permitted waste materials which has now been superseded. Clause 18 vi provides an outdated website link and address for people to find out information about the dispose of hazardous, prohibited or special waste.
- 1.5. Staff therefore recommend that the following changes be made to Clause 18:
  - 1.5.1. The bullet point list of waste permitted in organics bins under Clause 18 iii (In bins for Organics) be removed from the T&C, and that this clause be reworded to be similar to Clause 18 i.
  - 1.5.2. Clause 18 v (In containers for Residual Waste/Rubbish) be amended to specify that compostable materials that are unsuitable or unacceptable in organics bins can be placed in rubbish bins and bags.
  - 1.5.3. Change the website address and link in Clause 18 vi to the new website address and link.

- 1.6. Clause 27 relates to the provision of an assisted kerbside collection service to occupants that are unable to take their bag and/or bins to the kerbside due to disability, impairment and frailty. The last sentence of this clause specifies that *approval is to be administered by the Solid Waste Asset Manager* when this role is now provided within the Solid Waste Team, and staff recommend that this minor technical correction be made.
- 1.7. The proposed amendments will ensure the Council's acceptance criteria comply with the Central Government regulations, will update the website address linking to guidance about disposal of hazardous, prohibited and special wastes, and recognises the formation of the Solid Waste Team.
- 1.8. These are relatively minor amendments to the T&C that do not result in any changes to the Bylaw itself. The Terms & Conditions can be amended through a Council resolution without going out for public consultation, as noted above.
- 1.9. Staff plan to review the Solid Waste and Waste Handling Bylaw concurrently with the planned Waste Management & Minimisation Plan review, at which time other clauses in the T&C will be reviewed and updated, and these will be included with the main document for public consultation later in the 2024 calendar year.
- 1.10. There is a great deal of interest in these changes, which have been advised through several media channels, including television, radio, printed media, and social media, as well in a news story on the WDC website. The communications and messaging is consistent with our neighbouring councils Ministry for the Environment.

Attachments:

- i. Current Solid Waste & Waste Handling Licensing Bylaw Terms & Conditions (240205016488)
- ii. Draft Solid Waste & Waste Handling Licensing Bylaw Terms & Conditions March 2024 Tracked Changes (240205016489)
- iii. Draft Solid Waste & Waste Handling Licensing Bylaw Terms & Conditions March 2024 Clean Copy (240205016490)
- iv. Gazette Standard Materials for Kerbside Collections Notice 2023 (240208018299)

## 2. RECOMMENDATION

**THAT** the Solid & Hazardous Waste Working party recommends:

**THAT** the Council:

- (a) **Receives** Report No. 240205016484.
- (b) **Approves** the following changes to Appendix 1 (Terms & Conditions) of the Solid Waste & Waste Handling Bylaw:
  - i. Change Clause 18 iii to read "In bins for Organics - Compostable kitchen food scraps and garden material which Council lists as acceptable, that is placed loose in the bin, and that is free of inorganic and unsanitary contamination. The list of acceptable compostable organic materials will be held on the Council's website, will be updated as necessary and any changes to materials that can be accepted will be advertised in local media."
  - ii. Change Clause 18 iv to read "In containers for Residual Waste/Rubbish – All waste originating from domestic activities not suitable for Recycling or Composting through Council-provided services, and that is not Prohibited Waste."
  - iii. Change the website address in the first bullet point of Clause 18 vi to read "<https://www.waimakariri.govt.nz/services/rubbish,-recycling-and-organics/transfer-stations>".

- iv. Change the final sentence in Clause 27 to read “Approval of eligibility for the service will be administered by the Solid Waste Team, Utilities and Roading Department”.
- (c) **Notes** that the proposed change to Clause 18 iii is consistent with the wording in Clause 18 i which Council approved previously when the Solid Waste & Waste Handling Bylaw Terms & Conditions were amended in 2019.
- (d) **Notes** that the proposed change to Clause 18 iv updates the clause to specify that compostable materials that are unsuitable or unacceptable in organics bins can be placed in rubbish bins and bags.
- (e) **Notes** that the proposed changes to the first bullet point in Clause 18 vi and the final sentence in Clause 27 are to update recent changes made to the Council website and reflect the formation of the Solid Waste Team within the Utilities & Roading Department.
- (f) **Notes** that the Solid Waste & Waste Handling Bylaw will be reviewed later in the 2024 calendar year and that the draft document will be brought to the Council for approval before it is taken put out for public consultation.
- (g) **Circulates** Report No. 240205016484 to all Community Boards for their information.

### 3. **BACKGROUND**

- 3.1. The Solid Waste & Waste Handling Bylaw was adopted in 2016, and the Terms & Conditions were updated and approved by Council in 2019 prior to the commencement of the then-new 3-bin collection service.
- 3.2. Clause 4 of the Solid Waste & Waste Handling Licensing Bylaw requires persons to “*comply with the Terms & Conditions for that service as determined by the Council by resolution including, but not limited to, the following matters:...2. The correct separation of organic matter, recyclable materials and residual waste into separate containers*”.
- 3.3. The government gazetted the Standard Materials for Kerbside Collections Notice 2023 in September 2023. These regulations require all Councils to standardise their kerbside recycling and food scrap/organics collection acceptance criteria. This has resulted in changes to the Waimakariri District’s acceptance criteria for both Recycling and Food Organics/Garden Organics (Organics) bins as from 1 February 2024.
- 3.4. We therefore need to update the Bylaw Terms and Conditions that apply to permitted waste materials to ensure these align with the new regulations. It is also a good time to ensure the website link/address and administrative responsibilities are updated. Any changes made to the Bylaw T&C need to be approved by the Council before they come into effect.

### 4. **ISSUES AND OPTIONS**

- 4.1. The Council could choose to not approve amending the Solid Waste & Waste Handling Bylaw Terms & Conditions, given that staff plan for the bylaw document to be reviewed concurrently with the WMMP. This would mean that some of the clauses in our T&C conflict with central government regulations, which is ‘ultra vires’, therefore staff do not recommend this option.
- 4.2. Clause 18 of the T&C specifies the permitted waste materials accepted in Recycling, Organics and Rubbish containers. Under Clause 18 i the T&C states that “*the list of acceptable recyclable materials will be held on the Council’s website, will be updated as necessary and any changes to materials that can be accepted will be advertised in local media*”. This ensures that any changes to our acceptance criteria can be quickly made and advised to the public.
- 4.3. Clause 18 iii, however, states that “*In bins for Organics - Compostable kitchen and garden material, free of inorganic and unsanitary contamination. Acceptable compostable material includes:*” and is followed by a list of nine bullet points itemising the permitted waste materials.

- 4.4. This list has now been superseded by the regulated standardisation, but any changes to these permitted materials need to be approved by the Council before the change can be implemented within the Bylaw. Staff recommend that the list of waste permitted in organics bins under be removed from the T&C, and that the clause be amended to be worded similarly to Clause 18 i, which would simplify this process in future.
- 4.5. The recommended wording for Clause 18 iii is “In bins for Organics - Compostable food scraps and garden material which Council lists as acceptable, that is placed loose in the bin, and that is free of inorganic and unsanitary contamination. The list of acceptable compostable organic materials will be held on the Council’s website, will be updated as necessary and any changes to materials that can be accepted will be advertised in local media”.
- 4.6. Clause 18 v reads “*In containers for Residual Waste/Rubbish – All waste originating from domestic activities not suitable for Recycling, and that is not Prohibited Waste.*” This does not specify that residents can put materials that are unacceptable in the organics bin into their rubbish bins or bags, and staff recommend that this clause be amended accordingly.
- 4.7. The recommended wording for Clause 18 v is “In containers for Residual Waste/Rubbish – All waste originating from domestic activities not suitable for Recycling or Composting through Council–provided services, and that is not Prohibited Waste”.
- 4.8. Clause 18 vi provides a website link and address where people can find out more information about how to dispose of hazardous, prohibited or special waste. The Council’s website was changed last year: the address and link have been superseded and need to be changed to the new address <https://www.waimakariri.govt.nz/services/rubbish,-recycling-and-organics/transfer-stations>.
- 4.9. Clause 27 relates to the provision of an assisted kerbside collection service to occupants that are unable to take their bag and/or bins to the kerbside due to disability, impairment and frailty. The last sentence of this clause specifies that *approval is to be administered by the Solid Waste Asset Manager* when this role is now administered within the Solid Waste Team. This is a minor technical amendment.
- 4.10. The Bylaw and T&C will need to be reviewed in the near future to ensure they take wider, planned legislative changes and the outcomes of the revised WMMP into consideration. This review is best left until there is more certainty around the outcomes of these changes.

#### **Implications for Community Wellbeing**

There are not implications on community wellbeing by the issues and options that are the subject matter of this report. The recommended changes are to ensure our bylaw is consistent with new regulations around standardisation of kerbside collection services, which are not particularly significant and should not impact on community wellbeing.

- 4.11. There have been some queries from the community regarding whether any of the Council’s service offerings such as changes to bin sizes will be necessary or available due to these changes. There is already some choice in terms of bin sizes available, also the changes are relatively small and not expected to significantly change the waste stream. Staff will continue to monitor service request and review and submissions regarding the matter in the LTP consultation and advise Council if there are any suggested changes.
- 4.12. The Management Team has reviewed this report and support the recommendations.

## **5. COMMUNITY VIEWS**

### **5.1. Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

### **5.2. Groups and Organisations**

There are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

### 5.3. **Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report.

The recommended changes are to ensure our bylaw is consistent with new regulations around standardisation of kerbside collection services, which are not particularly significant and should not impact on the wider community. There is a great deal of interest in these changes, which have been advised through several media channels, including television, radio, printed media, and social media, as well in a news story on the WDC website. The communications and messaging is consistent with our neighbouring councils Ministry for the Environment.

## 6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

### 6.1. **Financial Implications**

There are not financial implications of the decisions sought by this report.

Amendments to the Terms & Conditions of the Solid Waste & Waste Handling Bylaw can be approved by Council resolution. It is not necessary to consult with the public about these changes, as they are being made to ensure our bylaw is consistent with new regulations around standardisation of kerbside collection services.

No costs are associated with the recommended amendments to the Bylaw Terms & Conditions.

### 6.2. **Sustainability and Climate Change Impacts**

The recommendations in this report do have sustainability and/or climate change impacts.

Directing residents to place food-contaminated paper and cardboard into rubbish containers will direct more organic waste to landfill, however the organics bin audit found that paper and cardboard made up only around 1% of residential organics bins. This is estimated to increase landfill tonnages by 0.4%. This is a minor increase in the total weight of organic waste already being sent to landfill, and which will generate landfill gas.

The Ministry for the Environment have advised that paper and cardboard could contain additives, inks, or chemicals, including 'forever chemicals' such as PFAs, that could contaminate soil and groundwater, and/or be dangerous to human health. The Ministry considers that banning paper and cardboard from organics bins will be more beneficial for the environment than having these potentially harmful materials into rubbish bins or bags.

### 6.3 **Risk Management**

There are risks arising from the adoption/implementation of the recommendations in this report.

Residents may not comply with the recommended changes, however there is a process by which Council can audit bins and educate residents around the correct use of their bins. Any households that continue to put unacceptable materials in their bins can have their bin service removed, as outlined within the Bylaw.

### 6.3 **Health and Safety**

There are not health and safety risks arising from the adoption/implementation of the recommendations in this report. Some of the changes will in fact reduce the health and safety risks around processing potentially hazardous aerosol cans and contents at recycling processing facilities, and the risks to human health from exposure to chemicals such as PFAs should soil or groundwater be contaminated with these chemicals.



**7. CONTEXT****7.1. Consistency with Policy**

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

**7.2. Authorising Legislation**

Waste Minimisation Act 2008

Standard Materials for Kerbside Collections Notice 2023 (Notice No. 1)

**7.3. Consistency with Community Outcomes**

The Council's community outcomes are not relevant to the actions arising from recommendations in this report.

**7.4. Authorising Delegations**

The Council has delegated authority to approve any Terms and Conditions that are appended to a Council Bylaw.

**WAIMAKARIRI DISTRICT COUNCIL**  
**KERBSIDE COLLECTION and COUNCIL WASTE COLLECTIONS POINTS USE**  
**TERMS AND CONDITIONS**

**Kerbside Collection Rules**

**General**

- 1) All occupied and un-occupied residential dwellings and commercial premises within the Council's Kerbside Collection Area, as defined on the Kerbside Collection map (Plan series 16-046), ([link to maps](#)) which Council has determined will receive a Council Kerbside Collection Service are entitled to use the Council collection service. (No-one is required to use the recyclables collection service just because it is available however charges will still apply).
- 2) Rates remitted properties (e.g. non-profit organisations), or permanent dwellings on non-rateable land (e.g. Ministry of education land), or sports organisations on reserve land, may apply to the Solid Waste Manager to opt-in to the kerbside service. A charge may be applicable (as per fees and charges, set annually).
- 3) Owners or occupiers of properties in close proximity to the boundary of the Council Kerbside Collection area may apply to the Council to receive the services. Applications shall be made to the Solid Waste Asset Manager. If approval is given the standard rateable charge will be applicable (as per fees and charges, set annually), and special conditions may apply as to placement of the approved container for collection.
- 4) The service comprises a kerbside collection service for recyclables, organics and residual waste (rubbish). The recyclables collection is a fortnightly wheelie bin (mobile recycling bin) based service funded through a targeted rate. The organics and rubbish wheelie bin based collections are only provided to those households that choose to use them, and for which they pay via an annual rate. The organics collection (food and garden waste) is a weekly wheelie bin service, with a range of bin sizes available. The rubbish collection is a fortnightly wheelie bin service, with a range of bin sizes available, or a fortnightly bag based service, for which customers buy official WDC bags at outlets such as supermarkets. The rubbish and recycling services are provided on alternate weeks.
- 5) Rates and fees for the different services, and the different bin sizes, are as per Council's fees and charges schedule, set annually.
- 6) Variations to the normal service as a result of public holidays will be as notified by Council.
- 7) Only the bins provided by Council's contractor and with Waimakariri District Council branding are to be used in the wheelie bin collection system. These bins are owned by Council's contractor and may not be utilised by a commercial collector.
- 8) A bin size swap fee applies (as per the fees and charges, set annually).
- 9) A bin replacement fee applies for stolen bins that are reported as missing more than 24 hours after the day on which the bin went missing and also for intentionally damaged bins (as per Council's fees and charges, set annually).

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- 10) Only official Waimakariri District Council refuse bags are to be used in the refuse collection system. These may be purchased at Council offices and refuse stations, and at most supermarkets. The cost of the bags will be as per Council's fees and charges, set annually.
  - 11) Bag tops must be securely tied and the weight of the bag and contents is not to exceed 15 kg.
  - 12) Motels and similar businesses will pay by default one recycling targeted rate per property. Extra bins will be provided upon request, and the property rated accordingly.
  - 13) Households, businesses and organisations (e.g. rest homes) for which the allocated number of recycling bins, based on their rates, is inadequate for their needs may opt to have additional bins. Each additional bin will be charged as per Council's fees and charges, set annually.
  - 14) Organisations (e.g. rest homes) may choose to use the Council's refuse bin and organics collection services, and will be rated accordingly. However it is recognised that rating structures can differ depending on how such organisations have been set up internally. Organisational administrators should contact the Solid Waste Asset Manager to discuss ways of best providing services that meet the requirements of both parties.
  - 15) Households, businesses and organisations may opt to have additional 240 litre bins. The additional bins will be charged as per Council's fees and charges, set annually.
  - 16) Bins which are too heavy for the collection truck to lift, overfull and/or contain oversized material will not be emptied. If the bin lid is not shut flat the bin is considered to be overfull.
- Note:** *the maximum weight able to be lifted by the trucks' collection arm is 70kg.*
- 17) Every owner/occupier must separate and prepare all waste to comply with the permitted waste criteria for recycling and rubbish disposal (see the Permitted Waste section of these terms and conditions).

### **Permitted Waste**

- 18) Permitted waste in each approved container includes any of the following:
  - i. In bins for Recycling – Dry, empty and clean recyclable material which Council lists as acceptable, that is placed loose in the bin, is able to be mechanically recovered, and which is financially viable to recover. The list of acceptable recyclable materials will be held on the Council's website, will be updated as necessary and any changes to materials that can be accepted will be advertised in local media.
  - ii. No other materials whatsoever may be placed in the recyclables bin.
  - iii. In bins for Organics - Compostable kitchen and garden material, free of inorganic and unsanitary contamination. Acceptable compostable material includes:
    - Fruit and vegetable material.
    - Meat, fish, bones, shells, etc.
    - Bread, pastries and flours.
    - Hair.

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- Any of the above wrapped in paper.
  - Paper towels, napkins, shredded paper, food contaminated paper and cardboard.
  - Prunings, cuttings and branches able to be contained within the wheelie bin with the lid shut flat (branches up to 7.5cm in diameter).
  - Weeds. No sprayed weeds, noxious weeds and invasive species.
  - Lawn clippings (but not grass that has been sprayed with any herbicide), leaves and cut flowers. No stringy plants, such as flax or cabbage tree leaves.
- iv. No other materials whatsoever may be placed in the organics bin.
- v. In containers for Residual Waste/Rubbish – All waste originating from domestic activities not suitable for Recycling, and that is not Prohibited Waste.

**Note:** *Non-official bags and/or loose items placed beside or on top of any wheelie bins, will not be collected.*

- vi. Prohibited Waste that shall not be placed in approved containers for disposal includes:
- a) sharp objects or material, unless such waste is sufficiently contained to prevent it from puncturing the bag or injuring any person;
  - b) material capable by reason of its brittleness or shattering in the course of collection, unless such waste is properly and sufficiently contained so as to prevent it from puncturing the bag or injuring any person;
  - c) any explosives, hot ashes, flammable material, or other dangerous objects;
  - d) any liquid, whether in a container or otherwise, or any viscous fluid including used oil;
  - e) any radioactive wastes, but excluding domestic smoke detectors;
  - f) any lead-acid batteries (car/boat/truck batteries);
  - g) any lithium-ion (Li-ion) batteries;
  - h) any compressed gas cylinders whether empty or not;
  - i) any hazardous or toxic waste;
  - j) any Hazardous or Controlled Healthcare Waste as defined in NZS 4304:2002.

For information on how to dispose of hazardous, prohibited or special waste:

- visit the WDC website <http://www.waimakariri.govt.nz/services/rubbish-and-recycling/hazardous-waste>, or;
- call the Council on 0800 965 468 and ask for the Solid Waste Officer

### **Placement of Approved Containers**

#### **19) Placement of Wheelie Bins for collection.**

- i) Bins are to be placed for collection in a manner which facilitates the safe and efficient collection by the waste collectors. Rules for placement are as follows:

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- a) On the kerb in front of the boundary of the serviced property with Council logo facing the road, or in the case of roads without formed kerbs, on the nominal edge of the road closest to where the collection vehicle passes.

**NOTE:** Bins must not be placed on the Road.

- b) Close to the driveway/footpath crossing for the serviceable property.
- c) Where possible the space between bins should be at least 50 cm to accommodate wheelie bin lifter arms.
- d) Bins should be placed at least 50 cm clear of fixed obstructions such as trees, lamp posts and sign posts to enable tipping of bins for collection.
- e) Where possible bins should be placed clear of movable obstructions such as parked cars and temporary road signage.

Or alternatively when placement above is not possible, bins are to be placed as directed by the Council to facilitate the contractor's operations. Instances where alternative arrangements may be directed include where service lanes exist, on one way streets and private lanes. (See clause 25 of these Terms and Conditions for the rules relating to private lanes and gated communities).

**20)** Placement of refuse bags for collection.

- i) Bags are to be placed for collection in a manner which facilitates the safe and efficient collection by the waste collectors. Rules for placement are as follows:
  - a) On the kerb in front of the boundary of the serviced property with Council logo facing the road, or in the case of roads without formed kerbs, on the nominal edge of the road closest to where the collection vehicle passes. NOTE: Bags must not be placed on the Road.
  - b) Close to the driveway/ footpath crossing for the serviceable property.
  - c) Bags should be placed clear of obstructions such as wheelie bins, street gardens (plantings), trees, and street furniture (lamp posts, sign posts, etc.) so that the bags are visible to the approaching collection driver.
  - d) Where possible bags should be placed clear of movable obstructions such as parked cars and temporary road signage.

Or alternatively when placement above is not possible, bags are to be placed as directed by the Council to facilitate the contractor's operations. Instances where alternative arrangements may be directed include where service lanes exist, on one way streets and private lanes. (See clause 25 of these Terms and Conditions for the rules relating to private lanes and gated communities).

**21)** Time for placement and removal of bins – a standard collection day is 7:00am to 6.00pm.

- i) Bins are to be placed for collection in accordance with clause 17 of these terms and conditions prior to the collection starting in that area. To ensure collection put bins at kerbside on the day of collection before 7.00 am but no earlier than 6:00 pm on the day before collection.
- ii) Bins, whether emptied or not, must be removed from the kerbside by 8:00 pm on the day of collection unless otherwise directed by Council.

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- iii) The Council may direct that other times will apply to the placement or removal of bins. This may be for the purposes of facilitating collection operations in areas where an out-of-hours collection is preferred for reasons of public safety and convenience. Instances where alternative times may be applied by the Council include on streets where parking during the day is an issue, and streets that have high traffic counts during the day, e.g. commercial areas.
- 22)** Time for placement of refuse bags for collection – a standard collection day is 7:00am to 6.00pm.
- i) Bags are to be placed on the footpath before 7:00 am on the day of collection or such other times as notified by Council.
  - ii) Bags, not collected, are to be removed from the footpath/street by 8.00 pm on the day of collection, unless otherwise directed by Council.

**Wheelie Bins – Responsibilities of owners/occupiers owners**

**23)** Protection and Use of Bins.

- i) Every owner or occupier must:
  - a) Reasonably protect the wheelie bins allocated to their property from damage and theft.
  - b) Maintain wheelie bins in a sanitary manner so as not to cause offence or nuisance.
  - c) Promptly notify the Council of any loss of or damage to the wheelie bin.
  - d) Ensure that wheelie bins allocated to a property remain at the property the bins are allocated to.

**Note:** *Council's collection contractor maintains a record of serial numbers of bins allocated to properties rated for the kerbside collection service. A bin outside a different property from the property to which it is allocated may be removed from that property by Council or Council's contractor.*

- e) Must pay any fees and charges (set annually) to have any bin allocated to that property redelivered to the allocated address (unless the bin was reported stolen or other arrangements were made for the bins).
- f) Make the wheelie bins allocated to the property available to Council, its contractors or agents, for audit and inspection purposes. If repair is required make the bin available at the kerbside on the next collection day for that bin.
- g) Make payment to replace a wheelie bin if:
  - through negligence, damage, and/or destruction of the bin has occurred;
  - or**
  - the bin has gone missing after collection from being left out at the kerbside or it has been stolen from private property, and in either case the theft has not been reported to council within 24 hours.
  - or**
  - any other instance where a court orders compensation to the contractor for damage or loss attributed to the occupiers of that property.

*Attachment 1: Solid Waste & Waste Handling Bylaw Terms & Conditions approved in 2019*

**Note:** *The contractor will refund any payment on recovery of a bin if found in usable condition, less administration expenses, namely cleaning, relabelling & redelivery.*

- 24)** These terms and conditions will be enforced as follows:
- i) When the contents of the bins emptied into the truck do not comply with the permitted waste criteria for that bin, a notice will be attached to the bin. The notice will provide guidance on the correct use of the bin and will include a statement that the warning has been logged against the address listed on the bin.
  - ii) If non-compliant placement, or non-compliant contents of the bin, occurs at the same property again within a three month period, the bin may not be emptied and a notice will be attached to the bin. The notice will provide information as to the reason for the notice being issued, guidance on the correct use of the bin and will include a statement that the warning has been logged against the address listed on the bin.
  - iii) In the event of a third non-compliance occurrence within a twelve month period of the first recorded occurrence, the bin will not be collected, and a notice will be attached to the bin. The contractor will inform the Council who will write to the occupiers/owners of the address listed for the bin, setting out the actions that Council will follow if non-compliant use of the wheelie bin continues. The letter will include information to assist the property occupier in the correct use of the wheelie bins.
  - iv) If non-compliant material is noted after this notification has occurred, Council will remove the service entitlement to that property in accordance with the *Solid Waste and Waste Handling Licensing Bylaw 2016*, and instruct the contractor to remove the bin.
  - v) Reinstatement of the service entitlement will be at the discretion of the Council in consultation with the Council's Contractor and will require:
    - a fee to be paid to Council (as per fees and charges set annually);
    - a statement completed by the owner outlining the steps the owner must take to prevent the issue reoccurring.
  - vi) Enforcement of the terms and conditions may also be through the options provided for in the *Solid Waste Handling Licensing Bylaw 2016*.

**Note:** *the three strike process outlined above relates to contamination only. Bins presented at an address different to that allocated to may be uplifted immediately.*

**25) Private Lanes, and Gated Communities**

**a) Private Lanes**

The extension of the collection services down private rights of way (lanes) may be approved by the Council in accordance with the criteria set out below:

- (i) The relevant lane must service a minimum of five residential dwellings or units.
- (ii) A majority of the landowners whose properties are serviced by the lane must request the service before an application for extension of the collection service can be considered by Council.
- (iii) Applications must satisfy the Council that either all of the required landowners have consented to the service, or that the Applicant has the authority to act on behalf of all the required landowners.

*Attachment 1: Solid Waste & Waste Handling Bylaw Terms & Conditions approved in 2019*

**Note:** *The legal arrangements underlying private lanes can vary, so the purpose of this clause is not necessarily to require that ALL landowners must consent but is to ensure that all the consents legally required to be obtained are obtained.*

- (iv) The collection contractor's small vehicles used for collecting from "difficult access streets" (as defined in the collection contract) must be able to safely negotiate the lane, and turn around within the lane. This is to be determined at the discretion of the Council in consultation with the Contractor.
- (v) The property owners of affected lanes must acknowledge in writing that in providing the requested Council services, neither the Council nor any of the Council's contractors will be liable for wear and tear that may occur as a consequence of providing the requested Council services.
- (vi) Applications will be administered by the Council's Utilities and Roding Unit.
- (vii) Any approved service may be withdrawn at the discretion of the Council if safe access along the lane by the collection vehicle is consistently impeded e.g. by parked vehicles.

**b) Gated Communities and Multi Unit Properties:**

Organisations responsible for the administration of multiple unit or gated developments (e.g. the Body Corporate or any owners' committee) may apply for collection services to be extended to within their properties on behalf of the owners provided that such organisation satisfies the Council that it has the authority to act on behalf of all the required owners.

The extension of collection services to within such properties will be provided subject to the same conditions as for private rights of way (lanes) as follows:

- (i) Driver-activated access, by means of a remote control and card key or access code as back-ups being provided to the Council and/or the Council's contractor. Where access cannot be gained by the contractor due to a failure in the access system, collection will only occur outside the secured perimeter of the facility. Where access codes are used, the Council/contractor will be notified of any changes in such codes.
- (ii) The Council may, at its discretion, discontinue the provision of collection services within such properties at any time.
- (iii) Neither the Council, nor the Council's contractor, will be liable for wear and tear that may occur as a consequence of providing the requested Council services or missing collections due to inability to access.
- (iv) That should the criteria not be met or a gated community choose not to apply for collection services within the community, that community must provide a collection point for Council recycling, organics and rubbish containers outside the security perimeter which is safe and accessible to the Council's contractor.

**26) Provision of Recycling Containers for Tenants/Occupiers.**

It is the responsibility of the landlord to ensure that tenants are provided with the Council recycling wheelie bin(s) allocated to the property, and manage the transition of tenants so that incoming tenants are supplied with previously allocated wheelie



*Attachment 1: Solid Waste & Waste Handling Bylaw Terms & Conditions approved in 2019*

bin(s). The same responsibilities apply should the landlord chose to utilise the Council refuse and/or organics collections services.

**27) Assisted kerbside collection service**

An uplifting, or wheel out service from within the property for the collection services that the occupier has chosen to use, may be provided by Council to households unable to take the bag or bins to the kerbside due to disability, impairment and frailty.

Applications for assistance may be approved by Council in accordance with the criteria set out below where:

- Disability, impairment or frailty which prevents the applicant from using the service, in the particular circumstances of the applicant's property, and;
- Household or community support is not available.

Properties provided with this service will be required to place the bag, and/or bins in a fixed location readily accessible from the street and to provide unencumbered access to the property to the contractor for the purpose of uplifting the bag, or wheeling out and returning any bins.

Approval of eligibility for the service will be administered by the Solid Waste Asset Manager, Utilities and Roading Department.

**WAIMAKARIRI DISTRICT COUNCIL**  
**KERBSIDE COLLECTION and COUNCIL WASTE COLLECTIONS POINTS USE**  
**TERMS AND CONDITIONS**

**Kerbside Collection Rules****General**

- 1) All occupied and un-occupied residential dwellings and commercial premises within the Council's Kerbside Collection Area, as defined on the Kerbside Collection map (Plan series 16-046), ([link to maps](#)) which Council has determined will receive a Council Kerbside Collection Service are entitled to use the Council collection service. (No-one is required to use the recyclables collection service just because it is available however charges will still apply).
- 2) Rates remitted properties (e.g. non-profit organisations), or permanent dwellings on non-rateable land (e.g. Ministry of education land), or sports organisations on reserve land, may apply to the Solid Waste Manager to opt-in to the kerbside service. A charge may be applicable (as per fees and charges, set annually).
- 3) Owners or occupiers of properties in close proximity to the boundary of the Council Kerbside Collection area may apply to the Council to receive the services. Applications shall be made to the Solid Waste Asset Manager. If approval is given the standard rateable charge will be applicable (as per fees and charges, set annually), and special conditions may apply as to placement of the approved container for collection.
- 4) The service comprises a kerbside collection service for recyclables, organics and residual waste (rubbish). The recyclables collection is a fortnightly wheelie bin (mobile recycling bin) based service funded through a targeted rate. The organics and rubbish wheelie bin based collections are only provided to those households that choose to use them, and for which they pay via an annual rate. The organics collection (food and garden waste) is a weekly wheelie bin service, with a range of bin sizes available. The rubbish collection is a fortnightly wheelie bin service, with a range of bin sizes available, or a fortnightly bag based service, for which customers buy official WDC bags at outlets such as supermarkets. The rubbish and recycling services are provided on alternate weeks.
- 5) Rates and fees for the different services, and the different bin sizes, are as per Council's fees and charges schedule, set annually.
- 6) Variations to the normal service as a result of public holidays will be as notified by Council.
- 7) Only the bins provided by Council's contractor and with Waimakariri District Council branding are to be used in the wheelie bin collection system. These bins are owned by Council's contractor and may not be utilised by a commercial collector.
- 8) A bin size swap fee applies (as per the fees and charges, set annually).
- 9) A bin replacement fee applies for stolen bins that are reported as missing more than 24 hours after the day on which the bin went missing and also for intentionally damaged bins (as per Council's fees and charges, set annually).

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- 10) Only official Waimakariri District Council refuse bags are to be used in the refuse collection system. These may be purchased at Council offices and refuse stations, and at most supermarkets. The cost of the bags will be as per Council's fees and charges, set annually.
  - 11) Bag tops must be securely tied and the weight of the bag and contents is not to exceed 15 kg.
  - 12) Motels and similar businesses will pay by default one recycling targeted rate per property. Extra bins will be provided upon request, and the property rated accordingly.
  - 13) Households, businesses and organisations (e.g. rest homes) for which the allocated number of recycling bins, based on their rates, is inadequate for their needs may opt to have additional bins. Each additional bin will be charged as per Council's fees and charges, set annually.
  - 14) Organisations (e.g. rest homes) may choose to use the Council's refuse bin and organics collection services, and will be rated accordingly. However it is recognised that rating structures can differ depending on how such organisations have been set up internally. Organisational administrators should contact the Solid Waste Asset Manager to discuss ways of best providing services that meet the requirements of both parties.
  - 15) Households, businesses and organisations may opt to have additional 240 litre bins. The additional bins will be charged as per Council's fees and charges, set annually.
  - 16) Bins which are too heavy for the collection truck to lift, overfull and/or contain oversized material will not be emptied. If the bin lid is not shut flat the bin is considered to be overfull.
- Note:** *the maximum weight able to be lifted by the trucks' collection arm is 70kg.*
- 17) Every owner/occupier must separate and prepare all waste to comply with the permitted waste criteria for recycling and rubbish disposal (see the Permitted Waste section of these terms and conditions).

### **Permitted Waste**

- 18) Permitted waste in each approved container includes any of the following:
  - i. In bins for Recycling – Dry, empty and clean recyclable material which Council lists as acceptable, that is placed loose in the bin, is able to be mechanically recovered, and which is financially viable to recover. The list of acceptable recyclable materials will be held on the Council's website, will be updated as necessary and any changes to materials that can be accepted will be advertised in local media.
  - ii. No other materials whatsoever may be placed in the recyclables bin.
  - iii. In bins for Organics - Compostable ~~kitchen food scraps~~ and garden material which Council lists as acceptable, that is placed loose in the bin, and that is free of inorganic and unsanitary contamination. The list of acceptable compostable organic materials will be held on the Council's website, will be updated as necessary and any changes to materials that can be accepted will be advertised in local media. Acceptable compostable material includes:
    - ~~Fruit and vegetable material.~~

*Attachment ii: Solid Waste & Waste Handling Bylaw Proposed Terms & Conditions March 2024*

- ~~Meat, fish, bones, shells, etc.~~
- ~~Bread, pastries and flours.~~
- ~~Hair.~~
- ~~Any of the above wrapped in paper.~~
- ~~Paper towels, napkins, shredded paper, food contaminated paper and cardboard.~~
- ~~Prunings, cuttings and branches able to be contained within the wheelie bin with the lid shut flat (branches up to 7.5cm in diameter).~~
- ~~Weeds. No sprayed weeds, noxious weeds and invasive species.~~
- ~~Lawn clippings (but not grass that has been sprayed with any herbicide), leaves and cut flowers. No stringy plants, such as flax or cabbage tree leaves.~~

- iv. No other materials whatsoever may be placed in the organics bin.
- v. In containers for Residual Waste/Rubbish – All waste originating from domestic activities not suitable for Recycling or Composting through Council-provided services, and that is not Prohibited Waste.

**Note:** *Non-official bags and/or loose items placed beside or on top of any wheelie bins, will not be collected.*

- vi. Prohibited Waste that shall not be placed in approved containers for disposal includes:
  - a) sharp objects or material, unless such waste is sufficiently contained to prevent it from puncturing the bag or injuring any person;
  - b) material capable by reason of its brittleness of shattering in the course of collection, unless such waste is properly and sufficiently contained so as to prevent it from puncturing the bag or injuring any person;
  - c) any explosives, hot ashes, flammable material, or other dangerous objects;
  - d) any liquid, whether in a container or otherwise, or any viscous fluid including used oil;
  - e) any radioactive wastes, but excluding domestic smoke detectors;
  - f) any lead-acid batteries (car/boat/truck batteries);
  - g) any lithium-ion (Li-ion) batteries;
  - h) any compressed gas cylinders whether empty or not;
  - i) any hazardous or toxic waste;
  - j) any Hazardous or Controlled Healthcare Waste as defined in NZS 4304:2002.

For information on how to dispose of hazardous, prohibited or special waste:

- visit the WDC website  
<https://www.waimakariri.govt.nz/services/rubbish,-recycling-and-organics/transfer->

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[stationshttp://www.waimakariri.govt.nz/services/rubbish-and-recycling/hazardous-waste](http://www.waimakariri.govt.nz/services/rubbish-and-recycling/hazardous-waste), or;

- call the Council on 0800 965 468 and ask for the Solid Waste Officer

### Placement of Approved Containers

#### 19) Placement of Wheelie Bins for collection.

- i) Bins are to be placed for collection in a manner which facilitates the safe and efficient collection by the waste collectors. Rules for placement are as follows:
  - a) On the kerb in front of the boundary of the serviced property with Council logo facing the road, or in the case of roads without formed kerbs, on the nominal edge of the road closest to where the collection vehicle passes.
 

**NOTE: Bins must not be placed on the Road.**
  - b) Close to the driveway/footpath crossing for the serviceable property.
  - c) Where possible the space between bins should be at least 50 cm to accommodate wheelie bin lifter arms.
  - d) Bins should be placed at least 50 cm clear of fixed obstructions such as trees, lamp posts and sign posts to enable tipping of bins for collection.
  - e) Where possible bins should be placed clear of movable obstructions such as parked cars and temporary road signage.

Or alternatively when placement above is not possible, bins are to be placed as directed by the Council to facilitate the contractor's operations. Instances where alternative arrangements may be directed include where service lanes exist, on one way streets and private lanes. (See clause 25 of these Terms and Conditions for the rules relating to private lanes and gated communities).

#### 20) Placement of refuse bags for collection.

- i) Bags are to be placed for collection in a manner which facilitates the safe and efficient collection by the waste collectors. Rules for placement are as follows:
  - a) On the kerb in front of the boundary of the serviced property with Council logo facing the road, or in the case of roads without formed kerbs, on the nominal edge of the road closest to where the collection vehicle passes. NOTE: Bags must not be placed on the Road.
  - b) Close to the driveway/ footpath crossing for the serviceable property.
  - c) Bags should be placed clear of obstructions such as wheelie bins, street gardens (plantings), trees, and street furniture (lamp posts, sign posts, etc.) so that the bags are visible to the approaching collection driver.
  - d) Where possible bags should be placed clear of movable obstructions such as parked cars and temporary road signage.

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Or alternatively when placement above is not possible, bags are to be placed as directed by the Council to facilitate the contractor's operations. Instances where alternative arrangements may be directed include where service lanes exist, on one way streets and private lanes. (See clause 25 of these Terms and Conditions for the rules relating to private lanes and gated communities).

- 21)** Time for placement and removal of bins – a standard collection day is 7:00am to 6.00pm.
- i) Bins are to be placed for collection in accordance with clause 17 of these terms and conditions prior to the collection starting in that area. To ensure collection put bins at kerbside on the day of collection before 7.00 am but no earlier than 6:00 pm on the day before collection.
  - ii) Bins, whether emptied or not, must be removed from the kerbside by 8:00 pm on the day of collection unless otherwise directed by Council.
  - iii) The Council may direct that other times will apply to the placement or removal of bins. This may be for the purposes of facilitating collection operations in areas where an out-of-hours collection is preferred for reasons of public safety and convenience. Instances where alternative times may be applied by the Council include on streets where parking during the day is an issue, and streets that have high traffic counts during the day, e.g. commercial areas.
- 22)** Time for placement of refuse bags for collection – a standard collection day is 7:00am to 6.00pm.
- i) Bags are to be placed on the footpath before 7:00 am on the day of collection or such other times as notified by Council.
  - ii) Bags, not collected, are to be removed from the footpath/street by 8.00 pm on the day of collection, unless otherwise directed by Council.

**Wheelie Bins – Responsibilities of owners/occupiers owners**

- 23)** Protection and Use of Bins.
- i) Every owner or occupier must:
    - a) Reasonably protect the wheelie bins allocated to their property from damage and theft.
    - b) Maintain wheelie bins in a sanitary manner so as not to cause offence or nuisance.
    - c) Promptly notify the Council of any loss of or damage to the wheelie bin.
    - d) Ensure that wheelie bins allocated to a property remain at the property the bins are allocated to.
- Note:** *Council's collection contractor maintains a record of serial numbers of bins allocated to properties rated for the kerbside collection service. A bin outside a different property from the property to which it is allocated may be removed from that property by Council or Council's contractor.*
- e) Must pay any fees and charges (set annually) to have any bin allocated to that property redelivered to the allocated address (unless the bin was reported stolen or other arrangements were made for the bins).

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- f) Make the wheelie bins allocated to the property available to Council, its contractors or agents, for audit and inspection purposes. If repair is required make the bin available at the kerbside on the next collection day for that bin.
- g) Make payment to replace a wheelie bin if:
- through negligence, damage, and/or destruction of the bin has occurred;
- or**
- the bin has gone missing after collection from being left out at the kerbside or it has been stolen from private property, and in either case the theft has not been reported to council within 24 hours.
- or**
- any other instance where a court orders compensation to the contractor for damage or loss attributed to the occupiers of that property.

**Note:** *The contractor will refund any payment on recovery of a bin if found in usable condition, less administration expenses, namely cleaning, relabelling & redelivery.*

**24)** These terms and conditions will be enforced as follows:

- i) When the contents of the bins emptied into the truck do not comply with the permitted waste criteria for that bin, a notice will be attached to the bin. The notice will provide guidance on the correct use of the bin and will include a statement that the warning has been logged against the address listed on the bin.
- ii) If non-compliant placement, or non-compliant contents of the bin, occurs at the same property again within a three month period, the bin may not be emptied and a notice will be attached to the bin. The notice will provide information as to the reason for the notice being issued, guidance on the correct use of the bin and will include a statement that the warning has been logged against the address listed on the bin.
- iii) In the event of a third non-compliance occurrence within a twelve month period of the first recorded occurrence, the bin will not be collected, and a notice will be attached to the bin. The contractor will inform the Council who will write to the occupiers/owners of the address listed for the bin, setting out the actions that Council will follow if non-compliant use of the wheelie bin continues. The letter will include information to assist the property occupier in the correct use of the wheelie bins.
- iv) If non-compliant material is noted after this notification has occurred, Council will remove the service entitlement to that property in accordance with the *Solid Waste and Waste Handling Licensing Bylaw 2016*, and instruct the contractor to remove the bin.
- v) Reinstatement of the service entitlement will be at the discretion of the Council in consultation with the Council's Contractor and will require:
- a fee to be paid to Council (as per fees and charges set annually);
  - a statement completed by the owner outlining the steps the owner must take to prevent the issue reoccurring.
- vi) Enforcement of the terms and conditions may also be through the options provided for in the *Solid Waste Handling Licensing Bylaw 2016*.

**Note:** *the three strike process outlined above relates to contamination only. Bins presented at an address different to that allocated to may be uplifted immediately.*

**25)** Private Lanes, and Gated Communities

*Attachment ii: Solid Waste & Waste Handling Bylaw Proposed Terms & Conditions March 2024*

**a) Private Lanes**

The extension of the collection services down private rights of way (lanes) may be approved by the Council in accordance with the criteria set out below:

- (i) The relevant lane must service a minimum of five residential dwellings or units.
- (ii) A majority of the landowners whose properties are serviced by the lane must request the service before an application for extension of the collection service can be considered by Council.
- (iii) Applications must satisfy the Council that either all of the required landowners have consented to the service, or that the Applicant has the authority to act on behalf of all the required landowners.

**Note:** *The legal arrangements underlying private lanes can vary, so the purpose of this clause is not necessarily to require that ALL landowners must consent but is to ensure that all the consents legally required to be obtained are obtained.*

- (iv) The collection contractor's small vehicles used for collecting from "difficult access streets" (as defined in the collection contract) must be able to safely negotiate the lane, and turn around within the lane. This is to be determined at the discretion of the Council in consultation with the Contractor.
- (v) The property owners of affected lanes must acknowledge in writing that in providing the requested Council services, neither the Council nor any of the Council's contractors will be liable for wear and tear that may occur as a consequence of providing the requested Council services.
- (vi) Applications will be administered by the Council's Utilities and Roading unit.
- (vii) Any approved service may be withdrawn at the discretion of the Council if safe access along the lane by the collection vehicle is consistently impeded e.g. by parked vehicles.

**b) Gated Communities and Multi Unit Properties:**

Organisations responsible for the administration of multiple unit or gated developments (e.g. the Body Corporate or any owners' committee) may apply for collection services to be extended to within their properties on behalf of the owners provided that such organisation satisfies the Council that it has the authority to act on behalf of all the required owners.

The extension of collection services to within such properties will be provided subject to the same conditions as for private rights of way (lanes) as follows:

- (i) Driver-activated access, by means of a remote control and card key or access code as back-ups being provided to the Council and/or the Council's contractor. Where access cannot be gained by the contractor due to a failure in the access system, collection will only occur outside the secured perimeter of the facility. Where access codes are used, the Council/contractor will be notified of any changes in such codes.
- (ii) The Council may, at its discretion, discontinue the provision of collection services within such properties at any time.



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- (iii) Neither the Council, nor the Council's contractor, will be liable for wear and tear that may occur as a consequence of providing the requested Council services or missing collections due to inability to access.
- (iv) That should the criteria not be met or a gated community choose not to apply for collection services within the community, that community must provide a collection point for Council recycling, organics and rubbish containers outside the security perimeter which is safe and accessible to the Council's contractor.

**26) Provision of Recycling Containers for Tenants/Occupiers.**

It is the responsibility of the landlord to ensure that tenants are provided with the Council recycling wheelie bin(s) allocated to the property, and manage the transition of tenants so that incoming tenants are supplied with a bin. The same responsibilities apply should the landlord chose to utilise the Council refuse and/or organics collections services.

**27) Assisted kerbside collection service**

An uplifting service from within the property for the collection services that the occupier has chosen to use, may be provided by Council to households unable to take the bag or bins to the kerbside due to disability, impairment and frailty.

Applications for assistance may be approved by Council in accordance with the criteria set out below where:

- Disability, impairment or frailty which prevents the applicant from using the service, in the particular circumstances of the applicant's property, and;
- Household or community support is not available.

Properties provided with this service will be required to place the bag, and/or bins in a fixed location readily accessible from the street and to provide unencumbered access to the property to the contractor for the purpose of uplifting the bag, or wheeling out and returning any bins.

Approval of eligibility for the service will be administered by the Solid Waste Asset [Manager Team](#), Utilities and Roading Department.

**WAIMAKARIRI DISTRICT COUNCIL**  
**KERBSIDE COLLECTION and COUNCIL WASTE COLLECTIONS POINTS USE**  
**TERMS AND CONDITIONS**

**Kerbside Collection Rules**

**General**

- 1) All occupied and un-occupied residential dwellings and commercial premises within the Council's Kerbside Collection Area, as defined on the Kerbside Collection map (Plan series 16-046), ([link to maps](#)) which Council has determined will receive a Council Kerbside Collection Service are entitled to use the Council collection service. (No-one is required to use the recyclables collection service just because it is available however charges will still apply).
- 2) Rates remitted properties (e.g. non-profit organisations), or permanent dwellings on non-rateable land (e.g. Ministry of education land), or sports organisations on reserve land, may apply to the Solid Waste Manager to opt-in to the kerbside service. A charge may be applicable (as per fees and charges, set annually).
- 3) Owners or occupiers of properties in close proximity to the boundary of the Council Kerbside Collection area may apply to the Council to receive the recyclables service. Applications shall be made to the Solid Waste Manager. If approval is given the standard rateable charge will be applicable (as per fees and charges, set annually), and special conditions may apply as to placement of the approved container for collection.
- 4) The service comprises a kerbside collection service for recyclables, organics and residual waste (rubbish). The recyclables collection is a fortnightly wheelie bin (mobile recycling bin) based service funded through a targeted rate. The organics and rubbish wheelie bin based collections are only provided to those households that choose to use them, and for which they pay via an annual rate. The organics collection (food and garden waste) is a weekly wheelie bin service, with a range of bin sizes available. The rubbish collection is a fortnightly wheelie bin service, with a range of bin sizes available, or a fortnightly bag based service, for which customers buy official WDC bags at outlets such as supermarkets. The rubbish and recycling services are provided on alternate weeks.
- 5) Rates and fees for the different services, and the different bin sizes, are as per Council's fees and charges schedule, set annually.
- 6) Variations to the normal service as a result of public holidays will be as notified by Council.
- 7) Only the bins provided by Council's contractor and with Waimakariri District Council branding are to be used in the recycling collection system. These bins are owned by Council's contractor and may not be utilised by a commercial collector.
- 8) A bin size swap fee applies (as per the fees and charges, set annually).
- 9) A bin replacement fee applies for stolen bins that are reported as missing more than 24 hours after the day on which the bin went missing and also for intentionally damaged bins (as per Council's fees and charges, set annually).

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- 10) Only official Waimakariri District Council refuse bags are to be used in the refuse collection system. These may be purchased at Council offices and refuse stations, and at most supermarkets. The cost of the bags will be as per Council's fees and charges, set annually.
- 11) Bag tops must be securely tied and the weight of the bag and contents is not to exceed 15 kg.
- 12) Motels and similar businesses will pay by default one recycling targeted rate per property. Extra bins will be provided upon request, and the property rated accordingly.
- 13) Households, businesses and organisations (e.g. rest homes) for which the allocated number of recycling bins, based on their rates, is inadequate for their needs may opt to have additional bins. Each additional bin will be charged as per Council's fees and charges, set annually.
- 14) Organisations (e.g. rest homes) may choose to use the Council's refuse bin and organics collection services, and will be rated accordingly. However it is recognised that rating structures can differ depending on how such organisations have been set up internally. Organisational administrators should contact the Solid Waste Asset Manager to discuss ways of best providing services that meet the requirements of both parties.
- 15) Households, businesses and organisations may opt to have additional 240 litre bins. The additional bins will be charged as per Council's fees and charges, set annually.
- 16) Bins which are too heavy for the collection truck to lift, overfull and/or contain oversized material will not be emptied. If the bin lid is not shut flat the bin is considered to be overfull.

**Note:** *the maximum weight able to be lifted by the trucks' collection arm is 70kg.*

- 17) Every owner/occupier must separate and prepare all waste to comply with the permitted waste criteria for recycling and rubbish disposal (see the Permitted Waste section of these terms and conditions).

**Permitted Waste**

- 18) Permitted waste in each approved container includes any of the following:
  - i. In bins for Recycling – Dry, empty and clean recyclable material which Council lists as acceptable, that is placed loose in the bin, is able to be mechanically recovered, and which is financially viable to recover. The list of acceptable recyclable materials will be held on the Council's website, will be updated as necessary and any changes to materials that can be accepted will be advertised in local media.
  - ii. No other materials whatsoever may be placed in the recyclables bin.
  - iii. In bins for Organics - Compostable food scraps and garden material which Council lists as acceptable, that is placed loose in the bin, and that is free of inorganic and unsanitary contamination. The list of acceptable compostable organic materials will be held on the Council's website, will be updated as necessary and any changes to materials that can be accepted will be advertised in local media.

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- iv. No other materials whatsoever may be placed in the organics bin.
- v. In containers for Residual Waste/Rubbish – All waste originating from domestic activities not suitable for Recycling or Composting through Council–provided services, and that is not Prohibited Waste.

**Note:** *Non-official bags and/or loose items placed beside or on top of any wheelie bins, will not be collected.*

- vi. Prohibited Waste that shall not be placed in approved containers for disposal includes:
  - a) sharp objects or material, unless such waste is sufficiently contained to prevent it from puncturing the bag or injuring any person;
  - b) material capable by reason of its brittleness of shattering in the course of collection, unless such waste is properly and sufficiently contained so as to prevent it from puncturing the bag or injuring any person;
  - c) any explosives, hot ashes, flammable material, or other dangerous objects;
  - d) any liquid, whether in a container or otherwise, or any viscous fluid including used oil;
  - e) any radioactive wastes, but excluding domestic smoke detectors;
  - f) any lead-acid batteries (car/boat/truck batteries);
  - g) any lithium-ion (Li-ion) batteries;
  - h) any compressed gas cylinders whether empty or not;
  - i) any hazardous or toxic waste;
  - j) any Hazardous or Controlled Healthcare Waste as defined in NZS 4304:2002.

For information on how to dispose of hazardous, prohibited or special waste:

- visit the WDC website <http://www.waimakariri.govt.nz/services/rubbish-and-recycling/hazardous-waste>, or;
- call the Council on 0800 965 468 and ask for the Solid Waste Officer

### **Placement of Approved Containers**

#### **19) Placement of Wheelie Bins for collection.**

- i) Bins are to be placed for collection in a manner which facilitates the safe and efficient collection by the waste collectors. Rules for placement are as follows:
  - a) On the kerb in front of the boundary of the serviced property with Council logo facing the road, or in the case of roads without formed kerbs, on the nominal edge of the road closest to where the collection vehicle passes.
 

**NOTE:** *Bins must not be placed on the Road.*
  - b) Close to the driveway/footpath crossing for the serviceable property.
  - c) Where possible the space between bins should be at least 50 cm to accommodate wheelie bin lifter arms.

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- d) Bins should be placed at least 50 cm clear of fixed obstructions such as trees, lamp posts and sign posts to enable tipping of bins for collection.
- e) Where possible bins should be placed clear of movable obstructions such as parked cars and temporary road signage.

Or alternatively when placement above is not possible, bins are to be placed as directed by the Council to facilitate the contractor's operations. Instances where alternative arrangements may be directed include where service lanes exist, on one way streets and private lanes. (See clause 25 of these Terms and Conditions for the rules relating to private lanes and gated communities).

**20) Placement of refuse bags for collection.**

- i) Bags are to be placed for collection in a manner which facilitates the safe and efficient collection by the waste collectors. Rules for placement are as follows:

- a) On the kerb in front of the boundary of the serviced property with Council logo facing the road, or in the case of roads without formed kerbs, on the nominal edge of the road closest to where the collection vehicle passes. NOTE: Bags must not be placed on the Road.
- b) Close to the driveway/ footpath crossing for the serviceable property.
- c) Bags should be placed clear of obstructions such as wheelie bins, street gardens (plantings), trees, and street furniture (lamp posts, sign posts, etc.) so that the bags are visible to the approaching collection driver.
- d) Where possible bags should be placed clear of movable obstructions such as parked cars and temporary road signage.

Or alternatively when placement above is not possible, bags are to be placed as directed by the Council to facilitate the contractor's operations. Instances where alternative arrangements may be directed include where service lanes exist, on one way streets and private lanes. (See clause 25 of these Terms and Conditions for the rules relating to private lanes and gated communities).

**21) Time for placement and removal of bins – a standard collection day is 7:00am to 6.00pm.**

- i) Bins are to be placed for collection in accordance with clause 17 of these terms and conditions prior to the collection starting in that area. To ensure collection put bins at kerbside on the day of collection before 7.00 am but no earlier than 6:00 pm on the day before collection.
- ii) Bins, whether emptied or not, must be removed from the kerbside by 8:00 pm on the day of collection unless otherwise directed by Council.
- iii) The Council may direct that other times will apply to the placement or removal of bins. This may be for the purposes of facilitating collection operations in areas where an out-of-hours collection is preferred for reasons of public safety and convenience. Instances where alternative times may be applied by the Council include on streets where parking during the day is an issue, and streets that have high traffic counts during the day, e.g. commercial areas.

**22) Time for placement of refuse bags for collection – a standard collection day is 7:00am to 6.00pm.**

*Attachment iii: Solid Waste & Waste Handling Bylaw Proposed Terms & Conditions March 2024*

- i) Bags are to be placed on the footpath before 7:00 am on the day of collection or such other times as notified by Council.
- ii) Bags, not collected, are to be removed from the footpath/street by 8.00 pm on the day of collection, unless otherwise directed by Council.

**Wheelie Bins – Responsibilities of owners/occupiers owners**

**23) Protection and Use of Bins.**

- i) Every owner or occupier must:
  - i) Reasonably protect the wheelie bins allocated to their property from damage and theft.
  - ii) Maintain wheelie bins in a sanitary manner so as not to cause offence or nuisance.
  - iii) Promptly notify the Council of any loss of or damage to the wheelie bin.
  - iv) Ensure that wheelie bins allocated to a property remain at the property the bins are allocated to.

**Note:** *Council's collection contractor maintains a record of serial numbers of bins allocated to properties rated for the kerbside collection service. A bin outside a different property from the property to which it is allocated may be removed from that property by Council or Council's contractor.*

- v) Must pay any fees and charges (set annually) to have any bin allocated to that property redelivered to the allocated address (unless the bin was reported stolen or other arrangements were made for the bins).
- vi) Make the wheelie bins allocated to the property available to Council, its contractors or agents, for audit and inspection purposes. If repair is required make the bin available at the kerbside on the next collection day for that bin.
- vii) Make payment to replace a wheelie bin if:
  - through negligence, damage, and/or destruction of the bin has occurred;
  - or**
  - the bin has gone missing after collection from being left out at the kerbside or it has been stolen from private property, and in either case the theft has not been reported to council within 24 hours.
  - or**
  - any other instance where a court orders compensation to the contractor for damage or loss attributed to the occupiers of that property.

**Note:** *The contractor will refund any payment on recovery of a bin if found in usable condition, less administration expenses, namely cleaning, relabelling & redelivery.*

**24) These terms and conditions will be enforced as follows:**

- i) When the contents of the bins emptied into the truck do not comply with the permitted waste criteria for that bin, a notice will be attached to the bin. The notice will provide guidance on the correct use of the bin and will include a statement that the warning has been logged against the address listed on the bin.

*Attachment iii: Solid Waste & Waste Handling Bylaw Proposed Terms & Conditions March 2024*

- ii) If non-compliant placement, or non-compliant contents of the bin, occurs at the same property again within a three month period, the bin may not be emptied and a notice will be attached to the bin. The notice will provide information as to the reason for the notice being issued, guidance on the correct use of the bin and will include a statement that the warning has been logged against the address listed on the bin.
- iii) In the event of a third non-compliance occurrence within a twelve month period of the first recorded occurrence, the bin will not be collected, and a notice will be attached to the bin. The contractor will inform the Council who will write to the occupiers/owners of the address listed for the bin, setting out the actions that Council will follow if non-compliant use of the wheelie bin continues. The letter will include information to assist the property occupier in the correct use of the wheelie bins.
- iv) If non-compliant material is noted after this notification has occurred, Council will remove the service entitlement to that property in accordance with the *Solid Waste and Waste Handling Licensing Bylaw 2016*, and instruct the contractor to remove the bin.
- v) Reinstatement of the service entitlement will be at the discretion of the Council in consultation with the Council's Contractor and will require:
  - a fee to be paid to Council (as per fees and charges set annually);
  - a statement completed by the owner outlining the steps the owner must take to prevent the issue reoccurring.
- vi) Enforcement of the terms and conditions may also be through the options provided for in the *Solid Waste Handling Licensing Bylaw 2016*.

**Note:** *the three strike process outlined above relates to contamination only. Bins presented at an address different to that allocated to may be uplifted immediately.*

**25) Private Lanes, and Gated Communities**

**a) Private Lanes**

The extension of the collection services down private rights of way (lanes) may be approved by the Council in accordance with the criteria set out below:

- (i) The relevant lane must service a minimum of five residential dwellings or units.
- (ii) A majority of the landowners whose properties are serviced by the lane must request the service before an application for extension of the collection service can be considered by Council.
- (iii) Applications must satisfy the Council that either all of the required landowners have consented to the service, or that the Applicant has the authority to act on behalf of all the required landowners.

**Note:** *The legal arrangements underlying private lanes can vary, so the purpose of this clause is not necessarily to require that ALL landowners must consent but is to ensure that all the consents legally required to be obtained are obtained.*

- (iv) The collection contractor's small vehicles used for collecting from "difficult access streets" (as defined in the collection contract) must be able to safely negotiate the lane, and turn around within the lane. This is to be determined at the discretion of the Council in consultation with the Contractor.

*Attachment iii: Solid Waste & Waste Handling Bylaw Proposed Terms & Conditions March 2024*

- (v) The property owners of affected lanes must acknowledge in writing that in providing the requested Council services, neither the Council nor any of the Council's contractors will be liable for wear and tear that may occur as a consequence of providing the requested Council services.
- (vi) Applications will be administered by the Council's Utilities and Roding unit.
- (vii) Any approved service may be withdrawn at the discretion of the Council if safe access along the lane by the collection vehicle is consistently impeded e.g. by parked vehicles.

**b) Gated Communities and Multi Unit Properties:**

Organisations responsible for the administration of multiple unit or gated developments (e.g. the Body Corporate or any owners' committee) may apply for collection services to be extended to within their properties on behalf of the owners provided that such organisation satisfies the Council that it has the authority to act on behalf of all the required owners.

The extension of collection services to within such properties will be provided subject to the same conditions as for private rights of way (lanes) as follows:

- (i) Driver-activated access, by means of a remote control and card key or access code as back-ups being provided to the Council and/or the Council's contractor. Where access cannot be gained by the contractor due to a failure in the access system, collection will only occur outside the secured perimeter of the facility. Where access codes are used, the Council/contractor will be notified of any changes in such codes.
- (ii) The Council may, at its discretion, discontinue the provision of collection services within such properties at any time.
- (iii) Neither the Council, nor the Council's contractor, will be liable for wear and tear that may occur as a consequence of providing the requested Council services or missing collections due to inability to access.
- (iv) That should the criteria not be met or a gated community choose not to apply for collection services within the community, that community must provide a collection point for Council recycling, organics and rubbish containers outside the security perimeter which is safe and accessible to the Council's contractor.

**26) Provision of Recycling Containers for Tenants/Occupiers.**

It is the responsibility of the landlord to ensure that tenants are provided with the Council recycling wheelie bin(s) allocated to the property, and manage the transition of tenants so that incoming tenants are supplied with a bin. The same responsibilities apply should the landlord chose to utilise the Council refuse and/or organics collections services.

**27) Assisted kerbside collection service**

An uplifting service from within the property for the collection services that the occupier has chosen to use, may be provided by Council to households unable to take the bag and/or bins to the kerbside due to disability, impairment and frailty.



*Attachment iii: Solid Waste & Waste Handling Bylaw Proposed Terms & Conditions March 2024*

Applications for assistance may be approved by Council in accordance with the criteria set out below where:

- Disability, impairment or frailty which prevents the applicant from using the service, in the particular circumstances of the applicant's property, and;
- Household or community support is not available.

Properties provided with this service will be required to place the bag, and/or bins in a fixed location readily accessible from the street and to provide unencumbered access to the property to the contractor for the purpose of uplifting the bag, or wheeling out and returning any bins.

Approval of eligibility for the service will be administered by the Solid Waste Asset Officer, Utilities and Roading Unit.

## NEW ZEALAND GAZETTE

**Standard Materials for Kerbside Collections Notice 2023 (Notice No. 1)**

Pursuant to section 49 of the Waste Minimisation Act 2008 (“Act”), I, the Honourable Rachel Brooking, Associate Minister for the Environment, give the following notice.

**Notice****1. Title**

This notice is the Standard Materials for Kerbside Collections Notice 2023.

**2. Commencement**

This notice comes into force the day after the date of its notification in the *New Zealand Gazette*. The standards commence to apply as set out below.

**3. Interpretation**

*Two dimensional items*: Flat items (e.g. a piece of paper).

*Three dimensional items*: Items that are not flat, having height as well as width and depth (e.g. a bottle).

*Compostable packaging*: Packaging that has been designed to be broken down by microbes during composting. Compostable packaging can be made from plant-based raw materials, petroleum raw materials, or a mixture of the two and may or may not be certified to international compostability standards.

*Dry recycling*: The collection of common recyclable packaging materials, such as glass, steel, aluminium, some plastics, paper and cardboard.

*Food organics*: Food scraps including food and any parts of food such as those discarded during food preparation. Includes both edible and inedible parts of food.

*Garden organics*: Vegetative materials discarded from gardening activities.

*Liquid paper board*: Cartons made from paperboard intended to hold liquids. Typically made with layers of paper, plastic and sometimes aluminium. Liquid paperboard cartons are commonly used for alternative milk products, juice and stock.

*Noxious weeds*: Invasive plants that are considered harmful to the environment by a Territorial Authority.

*Resin identification code*: Many plastic products are labelled with the ASTM International Resin Identification Coding System, often abbreviated RIC. The RIC indicates the type of plastic a product is made from. The RIC is a number inside an equilateral triangle (some products still use the older version of the RIC where the number is inside a ‘chasing arrows’ symbol).

*Tethered lids*: Lids which remain firmly attached to their base container after being opened and during use.

**4. Nature of Performance Standards**

I set the following performance standards (“Standards”) for accepted materials, excluded materials, and discretionary materials for Territorial Authority managed household kerbside collection services (“Services”) under section 49 of the Waste Minimisation Act 2008.

These Standards will apply from 1 February 2024. From 1 February 2024, the Services must accept the standard materials, must not accept the excluded materials, and will have discretion over accepting the discretionary materials as specified for the Services in this notice.

The Standards apply to the implementation of Services that are set out in Territorial Authorities’ Waste Management and Minimisation Plans (WMMPs) and are in operation on 1 February 2024. For any dry recycling, food organics, or combined food organics and garden organics Services that start operating after this date, this notice will apply once the Service begins and is included in the respective Territorial Authority’s WMMP.

**5. Extended Timeline for Service Changes Requiring New Infrastructure**

Hurunui District Council, Westland District Council and Clutha District Council have until 1 January 2027 to add glass to their existing dry recycling collections. Gore District Council has until 1 January 2027 to add paper and cardboard; plastic bottles, trays and containers of resin identification codes 1, 2, and 5; and aluminium and steel tins and cans to its existing dry recycling collection. In all other respects, the Services of these Territorial Authorities must comply with the Standards from 1 February 2024.

**6. Applicable collections**

The Standards outlined in this notice apply to the Services listed below:

- a. dry recycling collections
- b. food organics collections
- c. combined food organics and garden organics (FOGO) collections.

## NEW ZEALAND GAZETTE

The Standards apply to Services managed directly by Territorial Authorities and collections that Territorial Authorities manage via a contract.

A Service is considered to be a 'kerbside' collection subject to the Standards outlined in this notice if it uses kerbside receptacles such as wheeled bins, crates, food scrap bins/caddies, collected bags or similar. It will be considered a kerbside collection even if these receptacles are not collected directly from the kerbside. For example, apartment blocks sometimes use a centralised on-site collection point. Such collections will be considered a kerbside Service subject to this notice if the apartment block collection is managed by a Territorial Authority and the receptacles used are the same or similar to other kerbside receptacles collected directly from the kerbside.

### 7. Accepted Materials

The following materials are to be accepted:

- *Dry recycling accepted materials*: glass bottles and jars; paper and cardboard; plastic bottles, trays and containers of resin identification codes 1, 2, and 5; and aluminium and steel tins and cans
- *Food organics accepted materials*: food organics only
- *FOGO accepted materials*: food organics and garden organics only.

To meet the performance standard, Territorial Authorities must clearly list the accepted materials in public communications (website pages, brochures, social media posts, etc) about the Services affected by this notice.

### 8. Excluded Materials

For clarity, the following materials must not be accepted:

- *Dry recycling excluded materials*: all three dimensional items smaller than 50mm at their widest point; all two dimensional items smaller than 100mm by 140mm; all glass, plastic, steel and aluminium containers larger than four litres; lids, caps, and tops (excluding tethered lids); aerosols; liquid paperboard; aluminium foil and trays; plastics with resin identification codes 3, 4, 6, or 7; soft plastics; plant pots; paint containers; and hazardous substance containers
- *Food organics and FOGO excluded materials*: paper and cardboard; compostable packaging; tea bags; sawdust from treated timber; animal waste; and ash.

### 9. Discretionary Materials

Territorial Authorities have discretion to specify whether they accept the following materials:

- *Food organics discretionary materials*: compostable plastic bin liners or compostable fibre (paper, cardboard or other types of biomass) bin liners; seashells; and small amounts of garden organics
- *FOGO discretionary materials*: compostable plastic bin liners or compostable fibre (paper, cardboard or other types of biomass) bin liners; seashells; fibrous or woody plants; noxious weeds; and garden material likely to contain chemical spray residues.

Refer to the Kerbside collections standard materials guidance document for further guidance on accepted, excluded and discretionary materials: <http://environment.govt.nz/publications/standard-materials-for-kerbside-collections-guidance-for-territorial-authorities>.

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR INFORMATION****FILE NO and TRIM NO:** EXC-57 / 240221025693**REPORT TO:** COUNCIL**DATE OF MEETING:** 5 March 2024**AUTHOR(S):** Jeff Millward – Chief Executive**SUBJECT:** Health, Safety and Wellbeing Report – February 2024**ENDORSED BY:**(for Reports to Council,  
Committees or Boards)\_\_\_\_\_  
Department Manager  
\_\_\_\_\_  
Chief Executive**1. SUMMARY**

- 1.1. This report provides an update to the Council on Health, Safety and Wellbeing (HS&W) matters between January 2024 and February 2024. The dashboard reporting in the appendices cover trends between February 2023 and February 2024.
- 1.2. There were 11 incidents which occurred from mid-January 2024 and mid-February 2024 which resulted in 12 hours lost time to the organisation. Ongoing lost time from historic incidents is reported in Appendix A. Flamingo Scooter and Rangiora Airfield incidents are included within this report.
- 1.3. Section 4 of the report provides details on the following areas:
- 4.1 Incidents, accidents & Hazards
  - 4.2 Drug & Alcohol Process and Policy
  - 4.3 HS&W Risk Register Review
  - 4.4 H&S Alerts and Waimap Layers

**Attachments:**

- i. Appendix A: Incidents, Accidents, Near-misses, Hazard reporting
- ii. Appendix B: Contractor Health and Safety Capability Pre-qualification Assessment (drawn from the Site Wise database)
- iii. Appendix C: Health, Safety and Wellbeing Dashboard Reports.
- iv. Manage and Monitor Drug and Alcohol (PDF)

**2. RECOMMENDATION****THAT** the Council:

- (a) **Receives** Report No 240221025693

- (b) **Notes** that there were no notifiable incidents this month. The organisation is, so far as is reasonably practicable, compliant with the duties of a person conducting a business or undertaking (PCBU) as required by the Health and Safety at work Act 2015.
- (c) **Circulates** this report to the Community Boards for their information.

### 3. **BACKGROUND**

- 3.1. The Health and Safety at Work Act 2015 requires that Officers must exercise due diligence to make sure that the organisation complies with its health and safety duties.
- 3.2. An officer under the Health and Safety at Work Act 2015 is a person who occupies a specified position or who occupies a position that allows them to exercise a significant influence over the management of the business or undertaking. Councillors and the Chief Executive are considered to be the Officers of the Waimakariri District Council.

### 4. **ISSUES AND OPTIONS**

- 4.1. Incidents, accidents & Hazards
  - 4.1.1. Mid-January 2024 to mid-February 2024 reflects increased occurrences in injuries and adverse interactions. Although no serious injuries or physical impact both trends continue to slightly increase. The HS&W Team will be attending various team meetings to discuss the outcomes and root causes as an action for mitigation and prevention.
  - 4.1.2. All incidents are either closed with mitigations or currently under investigation. Key learnings have been shared with teams. Staff are still dealing with adverse interactions frequently. The Near Miss reporting is a good way to mitigate risk before consequence. Continued growth in good reporting by staff.
- 4.2. Drug & Alcohol Process and Policy
  - 4.2.1. Based on our current Process Manage and Monitor Drug and Alcohol (attached) the HS&W team, with the support of The Drug and Alcohol Agency (TDDA) have been revisiting the subject of post incident testing and the impacts of drugs and alcohol in the workplace. We recently delivered an education piece to the Water Unit as our safety sensitive department.
  - 4.2.2. Drugs and alcohol are identified as potential risks because they can modify an individual's perception, judgement and response, and as such, appropriate measures are required to manage this risk.
  - 4.2.3. While drugs and alcohol usage are not the only factors that can significantly impact an individual's perception and judgement in the workplace, they are accepted as being potential causes. Therefore, WDC's management of the risks presented by drugs and alcohol are covered in some detail in our current process.
  - 4.2.4. The HS&W team are currently obtaining information from various other Councils to consider the implementation of random testing in safety sensitive roles.
  - 4.2.5. Below is a table reflecting our current testing types and Role type. Further information and considerations will be reviewed and reported to the Management Team.

Testing Types	Role Type
Pre-employment	Safety Sensitive Roles only
Internal transfer	Safety Sensitive Roles only
Reasonable Cause	All Roles
Post incident	All Roles
Random (not currently performed)	Safety Sensitive Roles only
Rehabilitation	All Roles

#### 4.3. HS&W Risk Register Review

- 4.3.1. The Health and Safety Risk Register is due for the six-monthly review. There will be an email to all General Managers with the current register for review in the last week of February.
- 4.3.2. All comments, recommendations and suggestions can be submitted on the register to HS&W for collation before distribution to the organisation.
- 4.3.3. This review and future reviews will be on the current spreadsheet with an action plan and not within the Promapp Risk Module. This is to ensure the correct calculations of risk severity are captured.

#### 4.4. H&S Alerts and Waimap Layers

- 4.4.1. WDC have a process in place to manage people and properties of high risk. Health and Safety Alerts are raised in Technology 1 against person(s) or property where there exists a known risk to staff safety and displayed in Waimap. Field staff will check the Technology 1 Person and/or Property File, or Waimap for any Health & Safety Alerts prior to entering private property.
- 4.4.2. A key learning from the previous flood event showed that when the EOC is activated, the manual list is not efficient across the floor when volunteers etc are attending call outs. To ensure no risks are missed prior to entry we have collaborated with both CDEM and GIS to create a Waimap layer.
- 4.4.3. This layer consists of either a blue or red alert against an address, so visually anyone looking at the maps can identify there is a risk immediately. Blue is call police prior to entry and red is two staff to attend with de-escalation training.
- 4.4.4. The Health & Safety Alert spreadsheet will be available for further detail in the EOC.

**Implications for Community Wellbeing**

There are implications for community wellbeing by the issues and options that are the subject matter of this report.

- 4.5. The Management Team has reviewed this report and support the recommendations.

**5. COMMUNITY VIEWS****5.1. Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by or have an interest in the subject matter of this report.

**5.2. Groups and Organisations**

There are no external groups and organisations likely to be affected by, or to have an interest in the subject matter of this report.

**5.3. Wider Community**

The wider community is likely to be affected by, or to have an interest in the subject matter of this report.

**6. OTHER IMPLICATIONS AND RISK MANAGEMENT****6.1. Financial Implications**

There are no financial implications of the decisions sought by this report.

**6.2. Sustainability and Climate Change Impacts**

The recommendations in this report do not have sustainability and/or climate change impacts.

### 6.3 Risk Management

The organisation has reviewed its health and safety risk and developed an action plan. Failure to address these risks could result in incidents, accidents or other physical or psychological harm to staff or the public.

The regular review of risks is an essential part of good safety leadership.

### 6.4 Health and Safety

There are health and safety risks arising from the adoption/implementation of the recommendations in this report. Continuous improvement, monitoring, and reporting of Health and Safety activities are a key focus of the health and safety management system.

## 7. CONTEXT

### 7.1. Consistency with Policy

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

### 7.2. Authorising Legislation

The key legislation is the Health and Safety at Work Act 2015.

The Council has a number of Human Resources policies, including those related to Health and Safety at Work.

The Council has an obligation under the Local Government Act to be a good employer.

### 7.3. Consistency with Community Outcomes

The Council's community outcomes are relevant to the actions arising from recommendations in this report.

- There is a safe environment for all.
- Harm to people from natural and man-made hazards is minimised.
- Our District has the capacity and resilience to quickly recover from natural disasters and adapt to the effects of climate change.

The Health, Safety and Wellbeing of the organisation, its employees and volunteers ensures that Community Outcomes are delivered in a manner which is legislatively compliant and culturally aligned to our organisational principles.

### 7.4. Authorising Delegations

An officer under the Health and Safety at Work Act 2015 is a person who occupies a specified position or who occupies a position that allows them to exercise a significant influence over the management of the business or undertaking. Councillors and Chief Executive are considered to be the Officers of WDC.



## Appendix A

### WDC & Airfield Incident Reports/Hazards

Date	Person type	Occurrence	Event description	Response
23/01/2024	Employee/Volunteer	Injury	A staff member was trying to take the back hose out of the Ditch Witch when it struck them in their face. The hose had a bend in it that created tension, causing it to act like a spring.	A staff member had to have their tooth removed, due to damage. No facial injuries. The incident was sent to WorkSafe for review. Confirmation was then received from WorkSafe indicating there was no reason to intervene. Staff member is back at work. As part of the mitigation plan, the staff using the equipment have received a demonstration on the correct use of the Ditch Witch and how they can improve their process.
26/01/2024	Employee/Volunteer	Illness/medical	A staff member sprained their right ankle due to an ongoing medical issue. Not medical attention needed.	Applied compression and support via a bandage. Elevate, ice and rest when possible.
27/01/2024	Non-Employee	Adverse Interaction	A contractor was filling the water tanker when they were approached by a member of the public who was carrying alcohol and appeared intoxicated. Their behavior escalated. The contractor was unable to successfully remove themselves from the situation at this point, the member of the public became more verbal and abusive, which resulted in a physical altercation. The contractor removed themselves from the area.	Currently under investigation. Waiting on a follow-up from the Contractor. This incident has been reported to the police. No medical attention required.
02/02/2024	Employee/Volunteer	Illness/medical	Two staff members were working on with the balance tank. When the Valve was turned on one of the staff members got something on their forearm. Unsure of what it was, but this caused a burning sensation	They washed their forearm thoroughly with soap, applied an ice pack and put on barrier cream. Staff member took antihistamines. No further investigation needed.

			and a rash on their forearm. The valve was washed down. Other than a very low dose of Chlorine, there was no other chemicals present. No medical attention required. Treating as an allergic reaction to something.	
07/02/2024	Employee/Volunteer	Adverse Interaction	After issuing two notices to a vehicle parked on a street a resident followed the staff member via vehicle and verbally abused them. The staff member drove to the police station where the member of the public drove off. This was then reported to the Police.	Under investigation, Adverse interactions are a recurring issue, HS&W team along with the compliance team are currently working through a process and mitigations for staff when faced with these situations. (inclusive of De-Escalation Training)
07/02/2024	Employee/Volunteer	Injury	A staff member hit themselves in the face with the suction hose off the Ditch Witch.	No medical attention required after a check-up at the medical center. As part of the mitigation plan, the teams gathered in the depot to have a demonstration on the correct use of the Ditch Witch and how they can improve their process.
08/02/2024	Non-Employee	Adverse Interaction	An elected member has been receiving prank calls from a private number. They also came home to find a large fishhook in their cat dish.	HS&W Advisor followed up with the elected member. No further occurrences since then.
10/02/2024	Employee/Volunteer	Injury	A staff member sliced their thumb when they were shifting a desk pad. Upon inspection they found the bottom of the desk pads are a laser cut sheet of metal that have not had their edges sanded.	Staff member had first aid attention only. PVC tape was put around the edges of the desk pad to prevent further injuries.
12/02/2024	Employee/Volunteer	Adverse Interaction	Youth were swimming at the Oxford pool. After 30 minutes one of the lifeguards asked one of the youths to get off the lane rope. This made one of them angry, they started to verbally abuse the lifeguard. One of the youths was threatening with a lighter. The lifeguard asked them to put it away when the youth walked into reception, smacking stock off the shelf. The youth waited outside the building for a period of	The police were called and Statements made. No further information provided at this point.

			time before leaving.	
12/02/2024	Employee/Volunteer	Property/Vehicle Damage	A two pair cable was struck with a digger. The Locator did not pick up the cable. The cable was wrapped around tree roots so harder to spot.	Team to look at obtaining a generator to boost the signal on the cat 4 allowing more signal to pick up 2 pair cables. Staff to have Cat 4 training. Damage repaired.
12/02/2024	Employee/Volunteer	Near Miss	TV monitor cables in a meeting room are dangling and were/are a trip hazard for users going around the table to take their seats. They would be better secured to the floor such as in chambers currently to minimise the risk. (Near miss/potential hazard)	Confirmed no incident has occurred - this was raised at a meeting as a potential trip hazard by a member of staff. Main cable has been fixed down. For further mitigation staff can join via Teams.

**Aqualand Incident Reports** - Nil reported this month

### Flamingo Scooter Incident Reports

Date and Time	Wednesday 3rd January at 7:51pm
Location	Woodend
Severity	Minor
Details	The rider reported that they had fallen off a scooter
Root Cause	Rider error assumed
Corrective Actions	Flamingo attempted to contact the rider to ensure they were okay and obtain further details regarding the incident. The rider was unresponsive despite multiple phone calls and emails. The scooter was immediately disabled and flagged for collection. There were no issues found with the scooter and the scooter passed a full maintenance inspection before being returned to service.
Date and Time	Tuesday 30th January at 3:51pm
Location	Rangiora
Severity	Minor

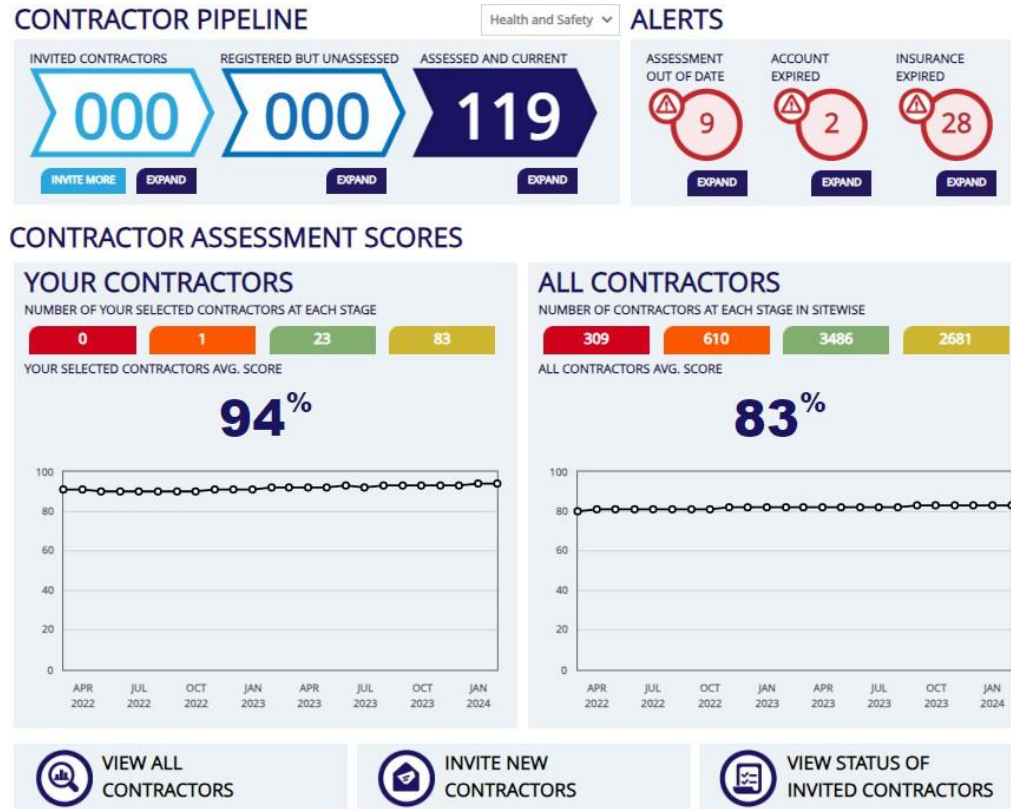
Details	The rider reported that they had fallen off a scooter
Root Cause	Rider error - hit kerb
Corrective Actions	Flamingo attempted to contact the rider to ensure they were okay and obtain further details regarding the incident. The rider had hit a kerb and this caused them to fall off. They were uninjured. The scooter was immediately disabled and flagged for collection. The scooter passed a full maintenance inspection before being returned to service.

<b>Lost Time Injuries - Aquatics:</b>	<b>2019 to current</b>	<b>Injury One:</b> Currently working a RTW plan of 2.5hrs x 4 days (10) Date of injury 30 July 2017 Weekly contracted hours = 30 6,076 hrs lost to date
<b>Lost Time Injuries - Water Unit</b>	<b>Current</b>	<b>Injury One:</b> Returned to work Date of injury 23 January 2024 Weekly contracted hours = 40 12 hrs lost to date

#### Lead Indicators

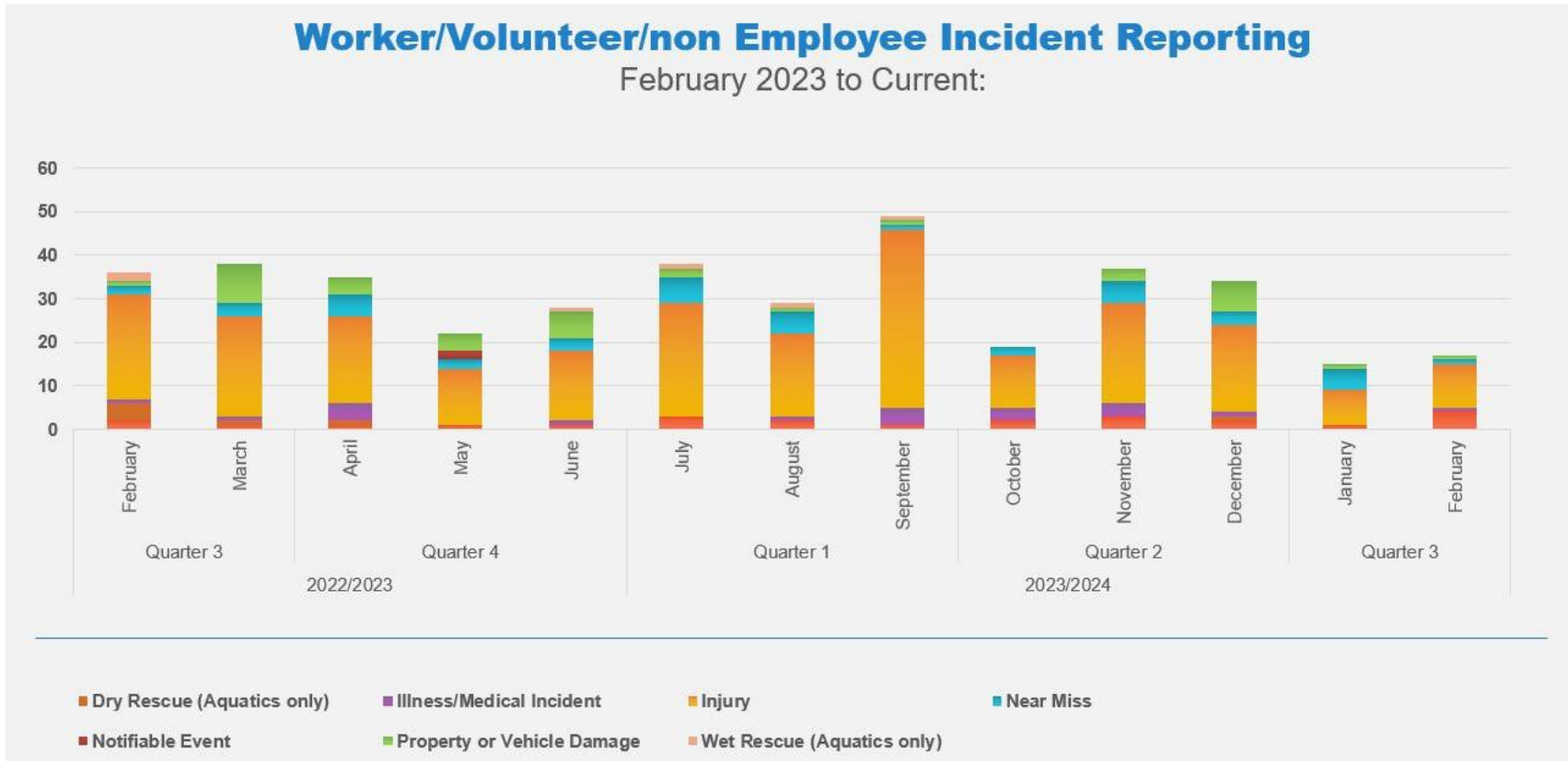
<b>Safety Inspections Completed (Workplace Walkarounds)</b>	Jan 23-Feb16	<b>Workplace Walkarounds:</b> <ul style="list-style-type: none"> <li>• Nil due for distribution</li> </ul>
<b>Training Delivered</b>	Jan 23-Feb16	<b>People Trained:</b> <ul style="list-style-type: none"> <li>• No training this month</li> </ul>

Appendix B



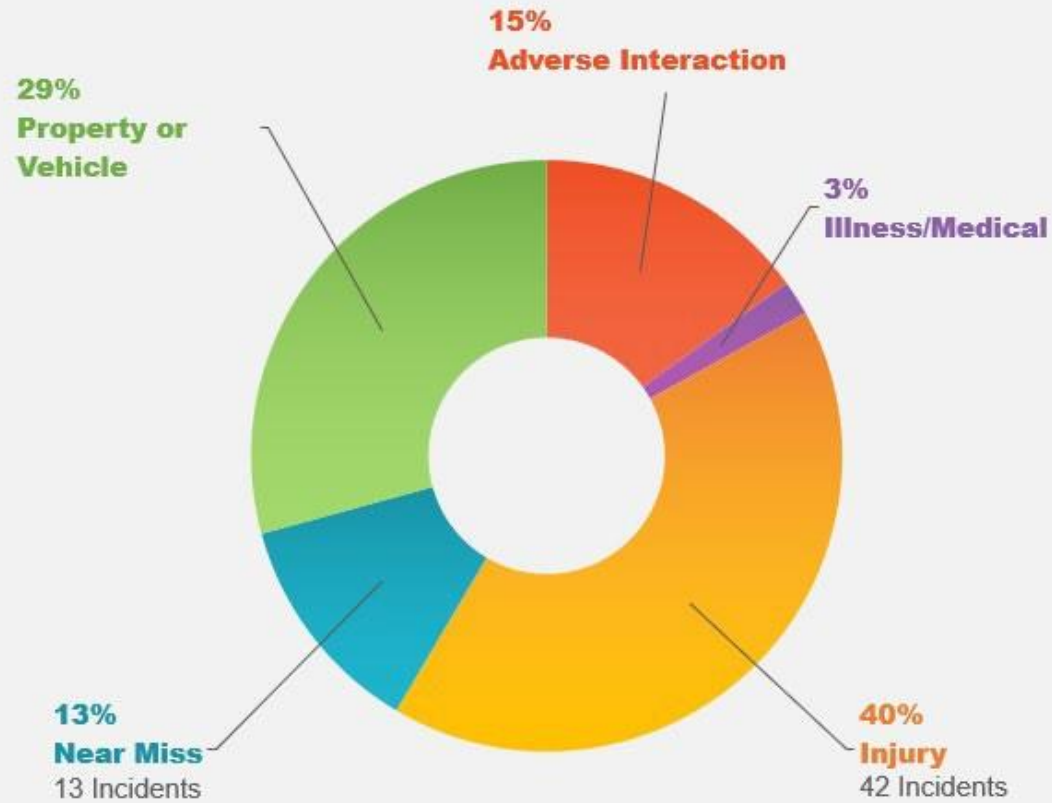
Above is the current status of our preferred contractor data base held within Sitewise. Alerts are the contractors currently out of assessment date, expired and their insurance has expired. We do not engage these contractors until they are reassessed by SiteWise. Sitewise issue reminders as well as the HS&W team once a month until they have updated them. "YOUR CONTRAORS" is referring to our preferred contractor list. "ALL CONTRACTORS" is referring to the full contractor list.

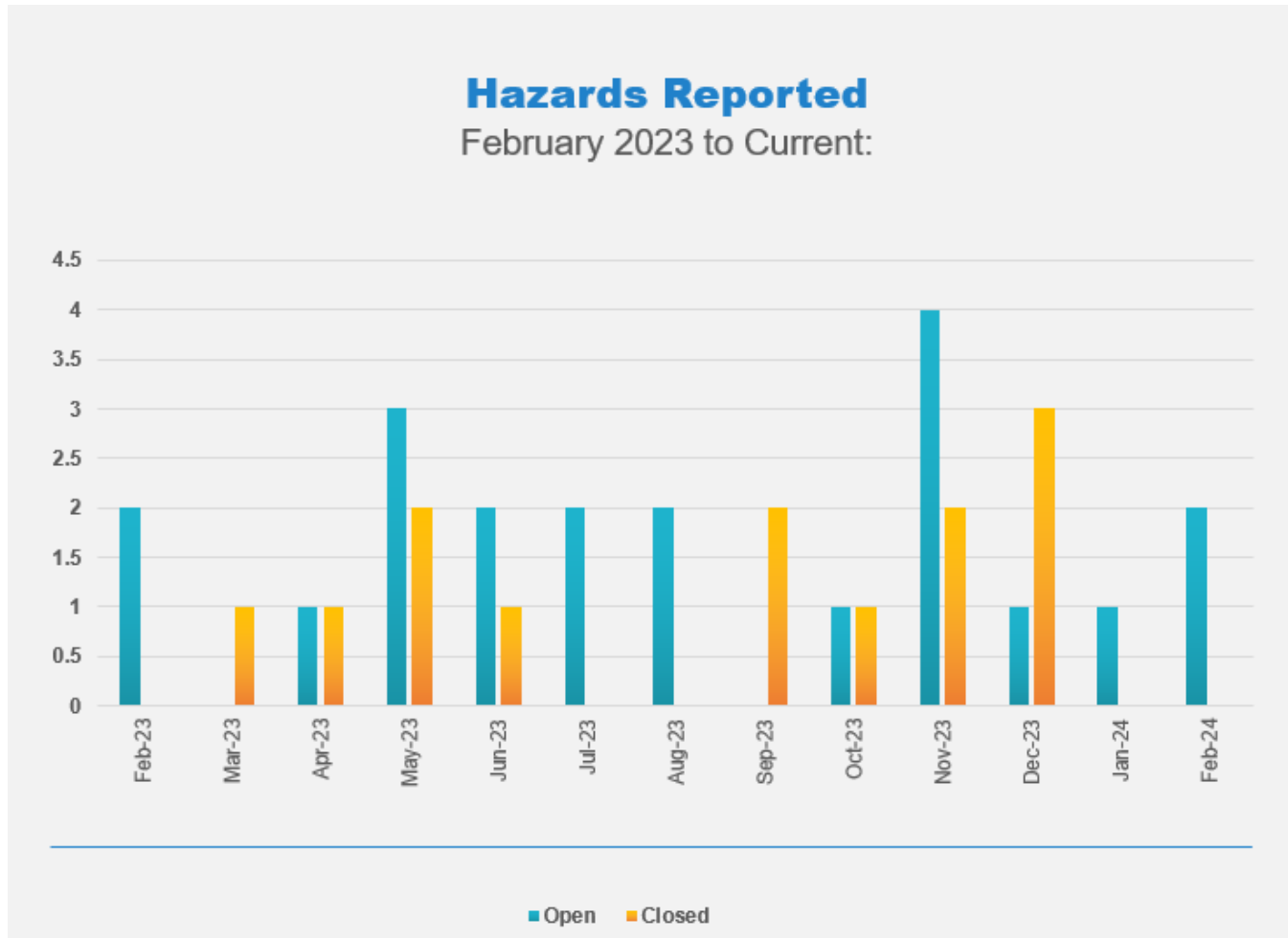
Appendix C



## Worker/Volunteer Incident Reporting

February 2023 to Current:







**WAIMAKARIRI DISTRICT COUNCIL**

**MINUTES OF THE MEETING OF THE AUDIT AND RISK COMMITTEE HELD IN THE COUNCIL CHAMBERS, CIVIC BUILDINGS, HIGH STREET, RANGIORA ON TUESDAY, 13 FEBRUARY 2024, AT 9AM.**

**PRESENT**

Deputy Mayor N Atkinson (Chairperson), Councillors T Fulton, J Goldsworthy, J Ward, and P Williams.

**IN ATTENDANCE**

Councillors B Cairns and P Redmond via Teams.

J Millward (Chief Executive), N Robinson (General Manager Finance and Business Support), C Brown (General Manager Community and Recreation), P Christensen (Finance Manager), H Street (Corporate Planner), D Young (Senior Engineering Advisor), and K Rabe (Governance Advisor).

**1 APOLOGIES**

Moved: Councillor Goldsworthy                      Seconded: Councillor Williams

That apologies for absence be received and sustained from Mayor Gordon and Councillors Blackie and Brine.

**CARRIED**

**2 CONFLICTS OF INTEREST**

There were no conflicts of interest declared.

**3 CONFIRMATION OF MINUTES**

**3.1 Minutes of a meeting of the Audit and Risk Committee held on Tuesday 12 December 2023**

Moved: Councillor Williams                      Seconded: Councillor Fulton

**THAT** the Audit and Risk Committee:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of a meeting of the Audit and Risk Committee held on 12 December 2023.

**CARRIED**

**3.2 Matters Arising**

There were no matters arising.

3.3 **Workshop Notes of the Audit and Risk Committee held on Tuesday 12 December 2023**

Moved: Councillor Fulton

Seconded: Councillor Goldsworthy

**THAT** the Audit and Risk Committee:

- (a) **Receives**, the circulated notes of a workshop of the Audit and Risk Committee, held on 12 December 2023.

**CARRIED**

**4 PRESENTATION/DEPUTATION**

Nil.

*Item 7.7 was taken at this time. Note that the Minutes have been recorded in accordance with the order of the Agenda as circulated.*

**5 REPORTS**

5.1 **Six Month Financial Statement for the Period Ended 31 December 2023 – Te Kōhaka o Tūhaitara Trust– N Robinson (General Manager Finance and Business Support)**

Chairperson Joseph Hullen and General Manager Nick Chapman of the Te Kōhaka o Tūhaitara Trust (the Trust) were in attendance and presented the Trust's Six Month Financial Statement. The six-month Financial Statement showed that the Trust had an operating deficit of \$42,537 with a year-to-date budget deficit of \$61,790, which was primarily driven by higher year-to-date grant income.

N Chapman gave a brief overview of the Trust's current work, which included being well ahead on the development of a walking /cycling trail and the development of the Huria Reserve.

J Hullen noted that the Trust was tracking well due to the stewardship of its General Manager, N Chapman. He also announced that the Trust would be going through a recruitment process shortly. Unfortunately, N Chapman had resigned from his position for personal reasons.

Councillor Williams noted that the Financial Statements listed the Trust's current assets as \$555,881. However, it also listed assets of \$11.3 million, which was confusing for a layman to understand. He noted he understood that the \$11.3 million included the land management component, however, he suggested that the information be made easier to understand in future reports.

Councillor Fulton noted that the report indicated that grants mainly drove the Trust's funding. N Chapman confirmed that grants were used for operational purposes.

Moved: Deputy Mayor Atkinson

Seconded: Councillor Williams

**THAT** the Audit and Risk Committee:

- (a) **Receives** Report No 240202015087.
- (b) **Receives** the Six Month Report for the Te Kōhaka o Tūhaitara Trust for the period ended 31 December 2023.

- (c) **Notes** the operations for the six months to 31 December 2023 are progressing as planned as presented in the Statement of Intent.

**CARRIED**

Deputy Mayor Atkinson thanked J Hullen and N Chapman for their work, noting that grant funding was getting more difficult to source, and he admired the Trust for adjusting as required to manage the risks appropriately. He also commended the Trust on its work at the Huria Reserve, which would be a major asset for the district. Deputy Mayor Atkinson was sorry to hear of N Chapman's resignation and wished him luck in the future.

Councillor Williams noted that he had heard the Trust complimented within the community and thanked the Trust for the continued high-quality work in a challenging financial environment.

Councillor Ward thanked N Chapman for the work he had achieved during his tenure as General Manager.

Councillor Fulton thanked the N Chapman and the Trust for the time it had taken to assist and advise the Water Zone Committee over the past few months.

5.2 **Annual Report for the Waimakariri Art Collection Trust for the Year Ended 30 June 2023 – P Christensen (Finance Manager) and M Garrod (Accountant)**

P Christensen was in attendance to present the Waimakariri Art Collection Trust's (the Trust) Annual Report as at 30 June 2023. He noted that Audit New Zealand had issued a qualified opinion on the Trust's financial statement as no assessment had been carried out on the Trust's asset value due to the valuer being unavailable and the cost of carrying out the assessment.

Deputy Mayor Atkinson questioned if there were any implications in getting a qualified opinion, and P Christensen replied that there would be a slight increase in risk due to insurance coverage; however, no fines or penalties would be levied.

Councillor Williams queried if the Council had received any indication of the increased value of art from other sources such as art galleries or other collections, and P Christensen replied that this sort of information would be considered an assessment and would incur a cost.

Councillor Ward enquired if the Council trusted B Hoult's assessment that there had been little movement in the value of the collection and was told that for the assessment to be recognised by Audit New Zealand, the assessment had to be from an independent party.

Deputy Mayor Atkinson noted that it would be appropriate for staff to investigate the option of audit exemption under the Local Government Act 2002.

Moved: Councillor Williams

Seconded: Councillor Ward

**THAT** the Audit and Risk Committee:

- (a) **Receives** Report No. 240124009917.
- (b) **Receives** the Annual Report of the Waimakariri Art Collection Trust for the year ended 30 June 2023.
- (c) **Acknowledges** the work carried out by the Trust and thanks the Trustees, Brian Hoult and Miranda Hales.

- (d) **Notes** report is late because of waiting for Audit New Zealand to complete the audit of the Trust.
- (e) **Requests** that exemption for the Waimakariri Art Collection Trust from the reporting on performance requirements under the Local Government Act 2002 be investigated.

**CARRIED**

Councillor Williams agreed with staff that the need for an assessment was not worth the cost and noted he was pleased to see that the collection was being displayed in Council buildings.

Councillor Goldsworthy requested that with the agreement of the Mover and Seconder, recommendation (e)'s wording be altered from 'consider' to 'request', thereby affecting Deputy Mayor Atkinson's comment regarding seeking an exemption. This change in wording was accepted.

Councillor Goldsworthy noted that this change would benefit the Trust and save the cost of auditing.

5.3 **Six Month Financial Statements for the Period Ended 31 December 2023 - Waimakariri Public Arts Trust – P Christensen (Finance Manager) and M Garrod (Accountant)**

P Christensen took the report as read, and there were no questions from the Committee members.

Moved: Councillor Fulton

Seconded: Councillor Ward

**THAT** the Audit and Risk Committee:

- (a) **Receives** Report No. 240123009212.
- (b) **Receives** the six-month report for the Waimakariri Public Arts Trust for the period ending 31 December 2023.

**CARRIED**

Councillor Ward noted that this was a good report which was easy to follow.

5.4 **Financial Report for the period ended 31 December 2023 – P Christensen (Finance Manager)**

P Christensen took the report as read.

Councillor Williams queried the surplus shown and queried if any excess funds would be returned to the Council for reallocation. P Christensen explained that there was an 83% completion forecasted, and while some budgets were not fully spent, some of the projects may take longer than expected; however, the funds for those projects would be utilised. Any unspent budgets would be evaluated, collated and presented during the annual planning or long term plan process for reallocation.

Councillor Fulton noted that there seemed to be a recurring issue of overspending, especially in drainage and maintenance areas and asked if contingencies should be built into the budgets. J Millward stated that the Council did not include contingencies for this type of work. However, any overspending would be considered at the end of the financial

year, and further funding would be requested from the Council, which would then impact the rates for the following financial year.

Councillor Goldsworthy noted that the recreational budget showed an overspend and queried if this was due to the preparation of sports fields at the start of the year and would be rectified as the year progressed and was advised that he was correct in his assumption.

Moved: Council Ward

Seconded: Councillor Goldsworthy

**THAT** the Audit and Risk Committee:

- (a) **Receives** Report No. 240122008523.
- (b) **Notes** the surplus for the period ended 31 December 2023 is \$14.4 million. This is \$1.0 million (6%) under budget.

**CARRIED**

Councillor Ward thanked staff for a good clear report.

5.5 **Non-Financial Performance Measures for the quarter ended 31 December 2023 – H Street (Corporate Planner)**

H Street took the report as read, and there were no questions from the Committee members.

Moved: Councillor Fulton

Seconded: Councillor Goldsworthy

**THAT** the Audit and Risk Committee:

- (a) **Receives** report No. 240124009750.
- (b) **Notes** 82 (74%) of performance measures for the second quarter of the 2023/24 financial year were achieved, and 29 were not achieved.
- (c) **Notes** 7 of the 29 (26%) measures that did not meet the target were within 5% of being achieved.
- (d) **Notes** all measures were reviewed and incorporated into the 2021-2031 Long Term Plan.
- (e) **Notes** all measures have been reviewed for the 2024-2034 Long Term Plan.

**CARRIED**

Councillor Fulton commended staff and asked them to keep up the good work.

Councillor Goldsworthy commented that he found the explanations clear and easy to understand and thanked the staff for a good report.

5.6 **2023/24 Capital Works June to December Quarterly Report – D Young (Senior Engineering Advisor), G Cleary (General Manager Utilities and Roading) and C Brown (General Manager Community and Recreation)**

C Brown reported on the delivery of the 2023/24 Capital Works Programme as of 31 December 2023. He noted that currently, the Council had 416 projects, and of these, 94 were complete, 209 were on track for completion, 57 were at risk of not being completed on time, and 56 projects had been delayed.

Councillor Williams noted that the Shovel Ready projects showed a budget of approximately \$6 million with a spend of approximately \$4 million and queried what would happen to the remaining budget. C Brown advised that by the time the projects had been completed by June 2024 the full budget would have been spent.

Moved: Councillor Ward

Seconded: Councillor Williams

**THAT** the Audit and Risk Committee:

- (a) **Receives** Report No 240125010928.
- (b) **Notes** the actual and predicted achievement across all tracked capital expenditure.
- (c) **Notes** that of the \$89.96 million total capital spend, \$25.5 million (28%) has been completed as at 31 December 2023 and \$74.97 million (83%) is predicted to be completed as at 30 June 2024 (subject to weather and other matters outside our control).
- (d) **Notes** that the current predicted completion of 83% at 30 June 2024 compares to the previous September Quarterly Report predicted completion of 86.5%. However, the predicted spend is similar (\$74.97M vs \$74.4 million), but the budget has increased (\$89.96 million vs \$85.98 million). This is because budget carry-overs have since been loaded against the budget, and the drainage budget has increased as a number of flood projects have been included.
- (e) **Notes** that actual completion of works in 2022/23 for the full year was approximately \$64 million.
- (f) **Notes** that progress towards achieving the 23/24 Capital Works Programme is well advanced across most areas. However, there are a number of projects either delayed or at risk, as reported elsewhere.

**CARRIED**

Councillor Ward commended staff noting that all projects seemed to be on track and showed a good year.

*Public Excluded portion of the meeting was taken at this time. Note that the Minutes have been recorded in accordance with the order of the Agenda as circulated.*

## **6 PORTFOLIO UPDATES**

### **6.1 Audit, Risk, Annual / Long Term Plans – Councillor Joan Ward**

- The core Audit work was finished on Friday, 9 February 2024.
- The Consultation document for the 2024/34 Long Term Plan would be reviewed by the Auditor General prior to going to Council on 22 February 2024. The Auditor General would highlight areas which readers should be aware of and note possible risks. It was anticipated that the Long Term Plan would be out for consultation from 15 March to 15 April 2024.
- LTP audit fees were \$106,800 and had increased since the last LTP which cost \$97,583 in 2021, a 9% increase.
- The Waimakariri District Council were published in Auditor General's Guidance Report as an example of excellence.

- Ten New Zealand councils had advised they had deferred their LTP process due to uncertainty relating to Three Waters.

## 6.2 **Communications and Customer Services – Councillor Joan Ward**

### **Communications**

#### *News articles*

Following the recent Council meeting, media was released on:

- Chlorination strategy
- Waikuku Beach campground
- Integrated Transport Strategy
- Rangiora new laneway
- New facilities in Kaiapoi food forest

#### *Proposed Engagement for the 2024/34 Long Term Plan*

The consultation document is currently being designed and going through the proofing process. The level of detail required by the auditors had grown considerably in recent years. The challenge is balancing the level of detail required by the auditors and making it understandable and relevant for residents.

Drop-in sessions are planned for the engagement period of 15 March 2024 to 15 April 2024 and are tentatively locked in as below. To be noted was that the engineering team are working on a Mandeville specific event.

- Rangiora – Council chambers – Tuesday 26 March – 4pm to 6pm
- Oxford – Town Hall A&P Room – Monday 8 April – 4pm to 6pm
- Kaiapoi – Ruataniwha – Wednesday 10 April. 4pm – 6pm
- Pegasus – Ronel's Cuppa – Wednesday 10 April. 10am - 11.30am

An anticipated 8.94% rate increase was predicted which looked to be the lowest in Canterbury. However, a good number of submissions are expected. The marketing campaign would coincide with the engagement period opening and would utilise all advertising and comms channels available.

#### *Snap, Send, Solve award*

Waimakariri District Council had been honoured with the Top 10 Councils Award in Snap Send Solve's 'Solver of the Year' Awards. The awards celebrated the remarkable efforts of over 500 councils and other Solvers across Australia and New Zealand to better their communities. This was thanks to snappers, as well as staff who worked hard to solve people's queries.

#### *Online engagement platform*

The digital engagement platform continued to grow its following with over 2400 registered participants on the platform. When emailed these participants respond with an average open rate of 80% which was outstanding. By comparison 25% was considered an effective email marketing campaign.

Recent projects which used the platform included the Northern Pegasus Bylaw review, Pegasus Beach Survey, and Oxford Dog Park.

#### *Recruitment*

Late last year Karen Lindsay-Less left the team for a role at NZTA. The recruitment process had been started and interviewing had occurred during the previous week. It was hoped the role would be filled within the next month.

### *Social media*

The social channels continued to grow in reach throughout the community. While primarily focused on facebook, the last six months the team had put particularly emphasis on growing the Instagram and LinkedIn followings. Both were providing a new audience for the Council's content and getting high engagement. Recent social campaigns include Good Street Beats, water conservation, changes to rubbish and recycling on top of more operational communication.

### **Customer Services**

- Business quiet over the Christmas holidays with 178 service requests being entered, with the most common requests for replacement/repair of kerbside bins and excess noise each with 21 entries.
- Formal demands had recently been made on mortgagees to pay rates where arrears were owing from 2022/23. In addition, 340 letters were sent to ratepayers where there were no arrears carried forward, and no payment had been received for the first and second instalments in the current year which may highlight issues like changes of address or notices not being received.
- The 2023 year finished with 1908 LIMs issued, an increase of 155 over the previous year.
- The team (subject matter experts) had started training on the new Datacom computer system and had service request training the previous week with the rates team training days being spread over the following two weeks.
- Results of the Association of Local Government Information Management (ALGIM) National Customer Experience Audit were received in December and the WDC team had again achieved a great result being 11<sup>th</sup> out of 80 overall (including Regional Councils) and 6<sup>th</sup> out of 54 District Councils. The overall score was a drop of seven places from the previous survey, however the overall standard has also increased from the previous year.
- Interactions were based on five focal points – first impressions, communication and listening, ability to problem solve, knowledge and overall experience. The team achieved 90.6% in the phone audit and 95.7% in the email audit.

### **7 QUESTIONS**

Nil.

### **8 URGENT GENERAL BUSINESS**

Nil.



**9 MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

In accordance with section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act (or sections 6, 7 or 9 of the Official Information Act 1982, as the case may be), it is moved:

Moved: Councillor Ward                      Seconded: Councillor Goldsworthy

1. That the public be excluded from the following part of the proceedings of this meeting:  
Item 9.1      Application for Rates Remission

The general subject of the matter to be considered while the public was excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Meeting Item No. and subject	Reason for excluding the public	Grounds for excluding the public.
9.1 Application for Rates Remission	Good reason to withhold exists under section 7	To protect the privacy of natural persons, including that of deceased natural persons (s 7(2)(a)).

**CARRIED**

**CLOSED MEETING**

***Resolution to resume in Open Meeting***

Moved: Councillor Williams                      Seconded: Councillor Goldsworthy

**THAT** open meeting resumes, and the business discussed with the public excluded remains public excluded.

**CARRIED**

The public excluded portion of the meeting commenced at 9.42am and concluded at 10.01am.

**OPEN MEETING**

**NEXT MEETING**

The next meeting of the Audit and Risk Committee will be held on Tuesday 12 March 2024 at 9am.

THERE BEING NO FURTHER BUSINESS, THE MEETING CONCLUDED AT 10.14AM

CONFIRMED

\_\_\_\_\_  
Chairperson  
Deputy Mayor Neville Atkinson

\_\_\_\_\_  
Date

**MINUTES FOR THE MEETING OF THE OXFORD-OHOKA COMMUNITY BOARD TO BE HELD AT THE WEST EYRETON HALL, 2 EARLYS ROAD, WEST EYRETON ON THURSDAY 8 FEBRUARY 2024 AT 7PM.**

**PRESENT**

T Robson (Chairperson), S Barkle (Deputy Chairperson), M Brown, T Fulton, R Harpur, N Mealings, P Merrifield and M Wilson.

**IN ATTENDANCE**

G Gerard (General Manager Utilities and Roading), K Simpson (Three Waters Manager), J Recker (Stormwater and Waterways Manager), K Straw (Civil Projects Team Leader), K Howat (Parks and Facilities Team Leader), P Towse (Three Waters Contractor), K Rabe (Governance Advisor) and C Fowler-Jenkins (Governance Support Officer).

There were three members of the public present.

**1. APOLOGIES**

There were no apologies.

**2. PUBLIC FORUM**

There were no members of the public present for the public forum.

**3. CONFLICTS OF INTEREST**

M Brown noted a possible conflict of interest for item 5.2 Washinton Place Update as his property bordered Washington Place.

**4. CONFIRMATION OF MINUTES**

**4.1. Minutes of the Oxford-Ohoka Community Board meeting – 6 December 2023**

Moved: M Wilson      Seconded: T Fulton

**THAT** the Oxford-Ohoka Community Board:

- (a) **Confirms** the circulated Minutes of the Oxford-Ohoka Community Board meeting, held on 6 December 2023, as a true and accurate record.

**CARRIED**

**4.2. Matters Arising (From Minutes)**

There were no matters arising.

**5. DEPUTATIONS AND PRESENTATIONS**

**5.1. West Eyreton Domain – Natasha O’Loughlin, Tony Brand and Kieran Brand**

A Stewart was unable to attend the meeting however three representatives from the Tennis Club were present to discuss the West Eyreton Domain.

N O’Loughlin noted that she was the current president of the West Eyreton Tennis Club. She explained that there were three remaining members on the Committee. The Clubs last meeting was held in 2010, since then the tennis club ceased to operate but had not officially closed. The Club had \$7,000 in its bank account. Past members had enquired what would happen to club’s pavilion which was falling into disrepair. The Club had strong interest from a member of the public who was interested in restoring the pavilion. Some

of the Club's options were to demolish the pavilion, sell it, give it away, vest it to the Council or it could be restored for community use. Another suggestion had was to relocate the pavilion to the West Eyreton Hall grounds to be used for functions.

T Brand noted that they had spent a lot of time there playing tennis and had spent a lot of time fixing the pavilion up. He believed that it would be a shame to see the pavilion disappear from where it was currently located.

T Fulton asked if the Swannanoa Cricket Club would be interested in the pavilion as they had been looking for a standard facility. K Brand commented that it could be an option. She noted that the Club had not looked into the costs to relocate or restore the pavilion.

S Barkle thought that it would be interesting to look into the costs of relocating the pavilion to the domain or the West Eyreton Hall site. She noted it would be nice to keep the heritage in the community.

N Mealings noted that they had mentioned there was a local resident who was interested in refurbishing the building. She queried if that resident wanted to move the pavilion to the West Eyreton Hall Grounds. N O'Loughlin explained that he wanted it to stay where it was. He was happy to do the work and maintenance for free and he wanted it to remain as a tennis club. She noted that he would like to lock it up to stop the school kids going in there and people in the community to have a key to use it when required. The Club thought that it may be better if the Council took it over so that it was looked after going forward.

K Howat noted that this had come to staff's attention through a service request from a resident who wanted to know what was happening with the pavilion. He explained that looking through old Council documents, the Council had gifted the pavilion to the tennis club in 1995 with the agreement that it was the Clubs until they disbanded and then by default it would come back to Council. He noted that the Club had to decide what they wanted to do with the pavilion prior to any decisions being made. The resident had suggested having the pavilion refurbished and having it as a bookable community facility. If that was to happen, they would need to instal a toilet and other facilities.

P Merrifield noted that the West Eyreton School would prefer to see it removed. K Howat agreed that he when he had spoken with the principal, she indicated that she would prefer its removal.

The Board requested that Council staff work with all stakeholders and any interested community groups to come up with a solution and report back to the Board.

T Fulton believed this was an opportune time to investigate a vision café for West Eyreton given the status and value of this particular building and the conversation it may create about recreational facilities in the area.

## 5.2. **Washington Place – Jason Recker and Pat Towse**

J Recker noted that in the July 2022 and 2023 the district experienced significant rainfall events. The Council had received several drainage service requests from the July 2022 flood event from properties on Washington Place, North Eyre Road and Earlys Road. Council staff then prepared an investigation report and found several issues.

He explained that the past year the ephemeral stream was exceeding during the flood event resulting in a breakout in the 1482 North Eyre Road Earlys Road culvert which was undersized and exacerbated flooding issues. Downstream the flow path from the culvert was not well defined and Washington Place itself was situated in a slight depression. From the flood report staff proposed short term works, including maintenance and the replacing of fence crossings. The long term solutions included budgets that had been added to 2025 capital works projects.

To get further information and to understand the issues staff held a public meeting in August 2023 at the West Eyreton Hall and attended a site meeting in November 2023. Since those meetings the flood team had surveyed the ephemeral stream to understand

the lay of the land, the capacity of the channel, the slope of the land. They had also undertaken an analysis of the catchment of Washington Place. Staff were proposing bunding and resizing the Earlys Road culvert. It was expected to start temporary works in March 2024.

R Harpur asked if this would need Council or Environment Canterbury consent to enable the upgrade of the culvert. K Simpson explained that the Council's Roading Department held a consent allowing culvert replacements/maintenance which covered both the upstream and downstream stretch therefore the works could be undertaken with the existing consent. Environment Canterbury was involved from a notification perspective.

T Fulton asked if the channel was the springhead for the Burgess' stream or did Burgess' start at the springhead further down. K Simpson understood that the springhead for Burgess' Stream was east of the Washington Place area.

M Brown asked if option one, for the channelling for the property at 1490 and 1482 and drainage improvements, would still allow for access for vehicles to get to the back paddocks. P Towse noted that they would have to ramp the bunding to make sure that there was access through and there could be dedicated crossing points included in the plan.

M Brown asked if option two would also be considered. P Towse noted that option two was an option at this stage and would need to be worked through with the property owners.

S Barkle asked if the bunding would cause problems in bigger events. P Towse noted that staff were looking at where they situated the bund. In option one it only captured the water coming down the channel which was why staff were looking at option two to bring it further towards the other properties so that it would capture a larger area and stop water from going through that bund.

## 6. **ADJOURNED BUSINESS**

Nil.

## 7. **REPORTS**

### 7.1. **Kowhai Street Reserve Lighting – K Straw (Civil Projects Team Leader) and K Howat (Parks and Facilities Team Leader)**

K Straw spoke to the report noting it was seeking a Board decision on how to proceed with the Kowhai Street Reserve lighting. A budget of \$70,000 was allocated towards lighting the narrow walkway between Main Street and Kowhai Street. Staff had determined that there was insufficient budget to light the whole walkway to the required standard. There was an option to go back to the Council and seek additional funding however the project team questioned the merits of continuing the project given there did not appear to be a history of complaints or requests for lighting in the reserve. Also, there was an on-road walkway with street lighting between Kowhai Street and Main Street. Staff believed that putting an inadequate lighting solution along the walkway was not the right thing to do. Therefore, the recommendation from staff was that the project be dropped, and the budget saved.

T Fulton noted the consideration of the dark sky in Oxford which was included in the report. K Straw noted that the Dark Sky Reserve for Oxford Forest had been approved therefore it was highly likely that Oxford Township would follow. He noted that he had been aware of the lighting plans and had a dark sky compliant plan prepared, which was 90% over and above the current cost of non-compliant lighting.

T Robson noted he was surprised that it was mentioned there was a lack of community service requests regarding the lack of lighting in the area. This project had been talked about since the subdivision was first built. He noted that at the time there was a lot of

negative feedback regarding the lack of lighting on the footpath. K Straw noted that staff had not received that feedback and if it was the decision of the Board to continue with the project then staff would need to request additional budget from the Council.

T Fulton sought an explanation on how the Council would go about replacing lighting in Oxford township to make provision for dark sky lighting compliance. K Straw explained that all the luminaires he had investigated were dark sky accredited and which cost up to \$3,000 with a 9% premium for installation costs. He believed there was little advantage in delaying the project for a few years as costs would just increase. Council would be replacing any required lighting with new luminaire with dark sky compliant lighting

S Barkle asked if there would be any value in just lighting the narrow path. K Straw noted that there were other sub options however the narrow part of the walkway was only four metres wide therefore you could not have standard light pole which would illuminate neighbouring properties. A standard bollard lighting at 20 metre spacing would be required.

N Mealings understood that this was a long standing project and queried if any consultation had been undertaken with the neighbouring properties. K Straw noted that he had not spoken to the neighbours however a letter drop was carried out. There were rulings in the District Plan regarding light spill, therefore even if the neighbours did not mind staff would be unable to install that type of lighting.

T Robson asked if the option of staging the works had been considered. K Straw noted that staff had not specifically considered staging however as the reserve widened out it would only require two lights in the wide part of the reserve and the standard lighting was cheaper than the bollard option. The bulk of the cost was in the narrow section.

T Robson noted that it was an ongoing issue of the street light deficiencies in Oxford.

Moved: S Barkle                      Seconded: M Brown

**THAT** the Oxford-Ohoka Community Board:

- (a) **Receives** Report No. 231213200166.
- (b) **Requests** that the current budget of \$67,618 be retained until the Board submits a request for further funding to the Long Term Plan to enable the implementation of Option One which was to seek additional funding to proceed with a fully compliant lighting design and to include consideration of the Dark Sky initiative.
- (c) **Circulates** this report to Council for their information.

**CARRIED**

## 8. **CORRESPONDENCE**

### 8.1. **Letter to Matt Doocey regarding smokefree legislation.**

Trim Ref: 231207196751

Moved: M Brown                      Seconded: P Merrifield

**THAT** the Oxford-Ohoka Community Board:

- (a) **Receives** the letter to Matt Doocey (Trim. 231207196751).

**CARRIED**

8.2. **Memorandum on Wolffs Road Bridge – Ken Howat (Parks and Facilities Team Leader)**

K Howat noted that Heritage New Zealand supported the options that were presented in the last report. The only thing they did not support was full demolition.

Moved: T Fulton                      Seconded: M Brown

**THAT** the Oxford-Ohoka Community Board:

- (a) **Receives** the memorandum on Wolffs Road Bridge (Trim. 240201014747).
- (b) **Submits**, through the Long Term Plan process, to the Council for budget for Option One which was to Disestablish Superstructure of Wolffs Bridge with site clearance and historic signs.

**CARRIED**

8.3. **Memorandum on Warren Reserve – Ken Howat (Parks and Facilities Team Leader)**

K Howat noted that concerns were raised regarding Council's liability in 2012. In 2014 a report was present to the Oxford Eyre Advisory Board; with four recommendations, all of which were carried out, except the removal of the swimming pool. The purpose of the memorandum was to get feedback from the Board as to what should be done the swimming pool. There were options to either remove the swimming pool or somehow modify it to become a play element.

T Fulton asked if there was still a functioning 'Friends of the School Reserve' group which had originally undertaken to maintain the grounds. K Howat was not aware of one however could look into it further.

S Barkle believed that this was a kid's area and asked if the Council could do this in partnership with the school by getting the kids involved to create ideas. K Howat noted that could be part of a community consultation process to see if there was any interested.

M Brown noted that there had been talk of removing the pool and keeping the steps as a memorial to the pool. He commented that the reserve itself was quite nice and was a great place to go if you wanted a picnic. He did not like the idea of something being completely removed due to the loss of heritage. He liked the idea of converting the pool into a hop scotch type activity for kids. It still spoke to the heritage of the reserve and the school and community.

N Mealings concurred. She commented that it was a school and was there for children. She noted that there had been calls for an improved skate park in Oxford and this could make the coolest hidden skatepark in the country. She asked if an investigation into something like that could be done.

Moved: M Brown                      Seconded: P Merrifield

**THAT** the Oxford-Ohoka Community Board:

- (a) **Receives** the memorandum on Warren Reserve (Trim. 240123008793).
- (b) **Requests** staff to work with the School and other stakeholders to develop the pool into an interactive play area and to bring a report back to the Board on the results.

**CARRIED**

8.4. **Memorandum on West Eyreton Domain Tennis Pavilion – Ken Howat (Parks and Facilities Team Leader)**

Please refer to item 5.1 for the discussion of this item.

Moved: N Mealings                      Seconded: M Wilson

- (a) **Receives** the memorandum on West Eyreton Domain Tennis Pavilion (Trim. 240201014682).
- (b) **Requests** staff to work with the West Eyreton Tennis Club and other interested parties to investigate a suitable option for the relocation of the Tennis Pavilion and to report back to the Board.

**CARRIED**

9. **CHAIRPERSON'S REPORT**

9.1. **Chairperson's Report for December 2023 and January 2024**

- The Oxford Dark Sky Accreditation was accepted on 1 February 2024.
- Ashley Gorge Advisory Group elected a new Chair. The Group discussed the Ashley Gorge Family Fun Gala being held on 24 February 2024. Discussion on walking tracks and the counters with the first sample period completed. Trapping was discussed and the need for a recruitment drive.
- Met with representatives from the Oxford Health Centre who provided a feasibility report on their expansion.
- The Oxford Community Trust Food Bank had a new walk in freezer which had been purchased by fundraising. This would enable them to do a lot more with the foodbank. The Christmas Wonderland was a huge success.
- T Robson thanked the Lions Club for the very successful Wings and Wheels event which had a huge turnout.. The event was going from strength to strength.

Moved: N Mealings                      Seconded: P Merrifield

**THAT** the Oxford-Ohoka Community Board:

- (a) **Receives** verbal update from the Oxford-Ohoka Community Board Chairperson.

**CARRIED**

10. **MATTERS FOR INFORMATION**

- 10.1. Woodend-Sefton Community Board Meeting Minutes 4 December 2023.
- 10.2. Kaiapoi-Tuahiwi Community Board Meeting Minutes 11 December 2023.
- 10.3. Rangiora-Ashley Community Board Meeting Minutes 13 December 2023.
- 10.4. Mandeville Resurgence and Channel Diversion Upgrade Project – Report to Council Long Term Plan Budget Meeting 30 January 2024 – Circulates to the Oxford-Ohoka Community Board.
- 10.5. Draft 2024 Utilities and Roading Management Plans – Report to Council Long Term Plan Budget Meeting 30 January 2024 – Circulated to all Boards.

Moved: M Brown                      Seconded: S Barkle

**THAT** the Oxford-Ohoka Community Board:

- (a) **Receives** the information in Items.10.1 to 10.5.

**CARRIED**

## **11. MEMBERS' INFORMATION EXCHANGE**

### **S Barkle**

- There were a lot of positive comments about the multiuse footpath with the start of the work. A few people had asked where the path terminated and suggested that it would be great if it ended in the sportsground. She queried if the sports club could look into this when they were working on their bike track so as the path would take cyclists out to the back of Braeburn and be a good connection.
- There had been some complaints and disharmony about boy racers.

### **M Wilson**

- The Waimakariri Health Advisory Group meeting had been deferred to March 2024.

### **R Harpur**

- Good to see that the cycleway was well under construction.
- There was a site meeting at the Mandeville Cemetery with K Howat and a number of community members on Saturday 17 February at 9:30am to get feedback from the community on where staff progressed with the Mandeville Cemetery.
- The Ohoka Rural Drainage Advisory Group meetings had been changed to afternoons and he had difficulty attending due to work commitments.

### **P Merrifield**

- Attended the Golden Bay A&P Show. Talked to some of the Tasman District Council members about road speeds.

### **T Fulton**

- Council Long Term Plan Budget Meetings – good discussions held. Valuable to have had that discussion with Council staff before it came to the Long Term Plan for consideration.
- North Canterbury Neighborhood Support Meeting – there had been an increase in people joining Gets Ready after the recent fires.
- Had concerns about fire risk and fiscal aspects in communications into Lees Valley and the Okuku. Visiting both places over the last few months he had received feedback from the community in Lees Valley not just about the state of the roads, but also about their communications. There had been some improvement, but some residents were still not confident they could contact someone during an emergency.
- Thanked emergency services and the Council after the recent fires in the district.
- Rooster nuisance in Oxford, noise, smell, and pollution.
- There was an email complaint regarding a car wreckers on South Eyre Road.
- Plan Change 31, Council was considering its position.

### **N Mealings**

- Greater Christchurch Partnership Housing Action Plan was endorsed by the Greater Christchurch Partnership Committee to be brought to the individual member councils (Waimakariri District Council, Selwyn District Council, Christchurch City Council, Environment Canterbury) at the 8 December 2023 meeting which was then endorsed by Waimakariri District Council at its 7 February 2024 meeting. This included investigations into various planning tools trust structures and the better use of public land to produce better outcomes for addressing housing needs. It would be able to be used outside of



the Greater Christchurch area, such as Oxford for example, if desired. This would be a welcome strategy for community service providers who had all noted urgent housing needs.

- Social Services Waimakariri Hui demand for food parcels in the lead up to Christmas was very high, and at the same time food supply to Satisfy Food Rescue had diminished.
- Mark H. from Pegasus Health worked with seven general practices, three of which had closed their books. He reported that the 24 hour service would hopefully return in February or March 2024. Service was paused due to staffing issues, such as nurse losses due to Te Whatu Ora changes. He also noted that the Waimakariri would need two new general practices in the future if it was to keep up with growth and demographic changes if the current system stayed the same.
- The Citizens Advice Bureau reported that their immigration, legal and tenancy clinics were well attended, but they were on the hunt for new volunteers as they were only able to open from 9-4pm three days per week due to loss of volunteer's post-pandemic. They were hoping to roll out a mobile service for rural areas this year which would be good for our ward.
- Community and Recreation Committee Meeting – the Committee considered a request by the Oxford Health and Fitness Centre regarding their proposed extension and agreed to loan the money to the Oxford Health Trust in the event that their application to the Rata Foundation for loan funding fails. They had an excellent history of paying back their loans, so Council were comfortable with offering them help if needed. (note: no rates impact- self funding).
- Community Wellbeing North Canterbury Trust board meeting. Recruitment was underway for new trustees to replace two who retired in 2023. They were planning on holding a golf tournament fundraiser on March 14th but have decided the timing wasn't right and have deferred until further notice.
- Council held several workshops on Long Term Plan from various departments to work out the way forward for the proposed Long Term Plan budgets at the end of 2023, culminating in two days of Budget Meetings on the 30-31 January 2024 to ready the Long Term Plan to go out for consultation. Started at 19% for next year and cut to 8.9% (reducing in subsequent years) pending the outcome of consultation.
- Waimakariri District Council was named the winner of the '2023 Solver or the Year' award by SnapSendSolve, which was a real honor as it was judged based on the feedback of Snap Send Solve users themselves. Great endorsement of our customer services team and our staff out there 'doing the doing'!
- There will be a free mobile stop smoking clinic coming to the Pearson Pavilion, Oxford Monday 4th March 2024 from 10am-2pm put on by Te Whatu Ora/Health New Zealand where people can get free patches, gum, and lozenges, and get free tailored programmes and ongoing support from a Quit Coach, as well as Carbon Monoxide levels tested. Great opportunity for anyone wanting to quit.
- Waimakariri Youth Council was recruiting new members at present for their 2024 intake.
- Mayor's Taskforce For Jobs was holding classes to help people learn the road rules to help them get their learners licenses in a five session clinic starting 20 February at the Kaiapoi Ruataniwha Civic Centre/ Library.

#### **M Brown**

- Hosted Council staff at his property regarding the flooding issues in Washington Place. It was nice to see progress being made.
- Visited the sunflower fields in South Eyre Road. They were very busy. All the money was going towards charities.
- Issued a few Snap, Send, Solves. One regarding the ongoing issues with the Number Two Well and the maintenance of the grounds. The other was regarding lots of underage children riding their motorbikes and three wheelers on the walking and cycling track. Speeding as fast as between 40km/h – 50km/h. These vehicles were unwarranted and unregistered. There were concerns raised by residents. He met with P Daley from Council and noted that the speed limit in West Eyreton had been reduced to 80km/h however people were not abiding by that.

- Oxford Promotions Action Committee Annual General Meeting would be held in March 2024.

## 12. **CONSULTATION PROJECTS**

### 12.1. **Community Development**

Consultation closes Friday 16 February 2024

<https://letstalk.waimakariri.govt.nz/community-development>

### 12.2. **Oxford Off-Leash Dog Exercise Area**

Consultation closes Sunday 18 February 2024.

<https://letstalk.waimakariri.govt.nz/oxford-off-leash-dog-exercise-area>

The Board noted the consultation projects.

## 13. **BOARD FUNDING UPDATE**

### 13.1. **Board Discretionary Grant**

Balance as at 31 January 2024: \$2,276.00.

### 13.2. **General Landscaping Fund**

Balance as at 31 January 2024: \$13,680.

The Board noted the funding update.

## 14. **MEDIA ITEMS**

## 15. **MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

*Section 48, Local Government Official Information and Meetings Act 1987.*

In accordance with section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act (or sections 6, 7 or 9 of the Official Information Act 1982, as the case may be), it is moved:

Moved: T Robson

Seconded: M Brown

1. That the public is excluded from the following parts of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Item No.	Subject	Reason for excluding the public	Grounds for excluding the public-
15.1	Objection to Plan Change 31 Endorsement	Good reason to withhold exists under section 7	To maintain the effective conduct of public affairs through the protection of such members, officers, employees and persons from improper pressure or harassment, and to maintain legal professional privilege as per LGOIMA Section 7(2)(f)(ii) and (g).

**CARRIED**

**CLOSED MEETING*****Resolution to resume in Open Meeting***

Moved: T Robson                      Seconded: P Merrifield

**THAT** open meeting resumes and the business discussed within the public excluded remains public excluded, however the recommendation for item 15.1 be made public.

**CARRIED**

The public excluded portion of the meeting commenced at 9.19pm and concluded at 9.42pm.

**OPEN MEETING****15.1 Objection to Plan Change 31 Endorsement – S Nichols (Governance Manager)**

Moved: M Brown                      Seconded: M Wilson

**THAT** the Oxford - Ohoka Community Board:

- (a) **Receives** Report No. 240118007017.
- (b) **Notes** funding for legal services would be post funded from the Council legal budget.
- (c) **Approves** actively participating in opposition to the appeal process of Private Plan Change 31 submitted by Rolleston Industrial Developments Ltd (Mill Road, Ohoka Development), that is currently being appealed by the consent applicant.
- (d) **Engages** the services of law firm Cavell Leitch, and specifically appoints Andrew Schulte to advise and advocate the Board's position, in conjunction with the Board Chair in relation to objecting against the Plan Change 31 through the Appeal process and the District Plan.
- (e) **Approves** that the report, discussions and minutes remain Public Excluded for reasons of to maintain the effective conduct of public affairs through the protection of such members, officers, employees and persons from improper pressure or harassment, and to maintain legal professional privilege as per LGOIMA Section 7(2)(f)(ii) and (g).
- (f) **Approves** the recommendations becoming public, however the discussion, report, and minutes remain Public Excluded.

**CARRIED**

**16. QUESTIONS UNDER STANDING ORDERS**

There were no questions.

**17. URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

There was no urgent general business.

**NEXT MEETING**

The next meeting of the Oxford-Ohoka Community Board is scheduled for 7pm, Wednesday 6 March 2024 at the Ohoka Community Hall.

THERE BEING NO FURTHER BUSINESS THE MEETING CONCLUDED AT 9.42pm.

- |  |
|--|
| <b>Workshop</b>  |
| <ul style="list-style-type: none"><li>• <i>Members Forum</i></li></ul> |

UNCONFIRMED

**MINUTES FOR THE MEETING OF THE WOODEND-SEFTON COMMUNITY BOARD HELD AT SEFTON PUBLIC HALL, 591 UPPER SEFTON ROAD, SEFTON ON TUESDAY 13 FEBRUARY 2024 AT 5.30PM.**

**PRESENT**

S Powell (Chairperson), M Paterson (Deputy Chair), I Fong, R Mather, A Thompson.

**IN ATTENDANCE**

K LaValley (General Manager Planning, Regulation and Environment), M McGregor (Senior Advisor Community and Recreation), C Taylor-Claude (Parks Officer), K Rabe (Governance Advisor) and C Fowler-Jenkens (Governance Support Officer).

There were five members of the public present.

**1 APOLOGIES**

Moved: S Powell

Seconded: R Mather

Apologies for absence were received and sustained from B Cairns and P Redmond.

**CARRIED**

**2 CONFLICTS OF INTEREST**

There were no conflicts of interest recorded.

**3 CONFIRMATION MINUTES**

**3.1 Minutes of the Woodend-Sefton Community Board Meeting – 4 December 2023**

Moved: M Paterson

Seconded: R Mather

**THAT** the Woodend-Sefton Community Board:

- (a) **Confirms** the Minutes of the Woodend-Sefton Community Board Meeting held on 4 December 2023.

**CARRIED**

**3.2 Matters Arising**

There were no matters arising from the minutes.

**3.3 Notes of the Woodend-Sefton Community Board Workshop – 4 December 2023**

Moved: I Fong

Seconded: R Mather

**THAT** the Woodend-Sefton Community Board:

- (a) **Receives** the notes of the Woodend-Sefton Community Board Workshop held on 4 December 2023.

**CARRIED**

#### **4 DEPUTATIONS AND PRESENTATIONS FROM THE COMMUNITY**

##### **4.1 Sefton Public Hall – Paul Lochhead**

P Lochhead and other members of the Hall Committee were in attendance to update the Board on the progress of the rebuild of the Sefton Public Hall. A budget document (Trim Ref: 240214020899) was tabled for the Board's information.

P Lochhead noted that after the completed lease had been signed in early 2023 the Committee had engaged an architect who had agreed to do the architectural work and guide them through the tasks they would need to complete the project, such as hiring contractors. The architect had done a basic drawing to enable the Committee to get an estimated costing for the hall. The Committee had commenced plans for fundraising which included contacting local businesses that would be willing to contribute and charitable funding groups. They planned to set up a website with the history of the hall and to keep the public informed of the progress on the build. A separate bank account would be set up for any donations received.

S Powell asked if the Committee had any help putting together funding applications. P Lochhead noted that they had someone from the Council helping them. S Powell also asked if they had any timelines in mind for the whole project. P Lochhead noted that it was all about getting the funding.

S Powell noted that the Committee were doing a fantastic job. It had been a long journey and there was still a way to go but they had not given up. The Board recognised that it had been a real journey and assured the Committee of the Board's support.

##### **4.2 Waikuku Beach Surf Life Saving Club**

A Harris of the Waikuku Beach Surf Life Saving Club attended the meeting to request information about the rebuild of the Waikuku Beach Surf Life Saving Club storage shed. He raised concerns regarding the cost of various consents required by the Council and the delays to the project.

S Powell explained that the process had become far more complex once it was discovered that the proposed site overlapped the reserve and that with the sensitive environment had resulted in the delays and increased cost. She urged A Harris to read the report which provided the information the Club was looking for. K LaValley agreed to send a breakdown of costs on the invoice received by the Club.

A Harris thanked the Board for its assistance in understanding the process and agreed to work with staff to progress this matter in a timely manner.

#### **5 ADJOURNED BUSINESS**

Nil.

#### **6 REPORTS**

##### **6.1 Waikuku Beach Surf Life Saving Club Storage Shed Licence to Occupy and Concrete Pad Extension – M Kwant (Greenspace Community Projects Officer) and C Taylor-Claude (Parks Officer)**

C Taylor-Claude took the report as read. Noting the report sought approval to consult with the community. A follow up report would be brought back to the Board with the results of the consultation. Due to the complex land status the Surf Club had obtained its Environment Canterbury and Waimakariri District Council Resource Consents and the License to Occupy was subject to the building consent which is still to be lodged.

A Thompson asked what required the consultation. C Taylor-Claude explained that it was due to an overlap of the building into the Waikuku Reserve. A Thompson also asked a if there was currently a License to Occupy. C Taylor-Claude noted that there was one for the storage container that was currently on site.

Moved: M Paterson

Seconded: A Thompson

**THAT** the Woodend-Sefton Community Board:

- (a) **Receives** Report No. 240201014905.
- (b) **Approves** Council staff to consult with the community on the proposed storage shed and extension of the concrete pad at the Waikuku Beach Surf Life Saving Club building as per the building plans in attachment i.
- (c) **Notes** that Greenspace staff are working with the Property Team who have sought legal opinion to grant a License to Occupy for both the unformed legal road and Reserve 3224 which is subject to getting a building consent.
- (d) **Notes** that the Waikuku Beach Surf Life Saving Club have had their resource consents from Environment Canterbury and Waimakariri District Council approved.
- (e) **Notes** that the Waikuku Beach Surf Life Saving Club are still to put forth a building consent application which is a process managed by Council's Building Unit. The recommendation in this report is independent to the Council's regulatory function.
- (f) **Notes** that this proposal is being funded entirely by the Waikuku Beach Surf Life Saving Club and the shed and concrete pad will be maintained and owned by the Waikuku Beach Surf Life Saving Club once built.
- (g) **Notes** that a subsequent report will be submitted to the Community Board at the end of the consultation period, including details of the Licence To Occupy. The License To Occupy is subject to the building consent being obtained by the Waikuku Beach Surf Life Saving Club.

**CARRIED**

6.2 **Waikuku Beach Volleyball Court – M McGregor (Senior Advisor Community and Recreation) and C Taylor-Claude (Parks Officer)**

C Taylor-Claude spoke to the report noting this project was brought to staff by a member of the community. Staff had been working to assess location options for the proposed volleyball court. The report was seeking approval to consult the community on the options available. Once the consultation was completed a further report would be brought to the Board.

S Powell asked about the ongoing maintenance of the volleyball court if vandalism had been taken into account. C Taylor-Claude explained that would be factored into the maintenance contract however she did not foresee many issues with vandalism after speaking to other councils who had community volleyball courts.

M Paterson noted that this project was being funded by the community and asked if there was any idea of the probable cost. C Taylor-Claude noted that the community were hoping to get products donated however they had not been able to provide costs as yet.

A Thompson suggested that only one volleyball court be set up to start with to ascertain the uptake before setting up the second one. A Thompson noted it was unfortunate that the volleyball court could not be located next to the tennis court, however he understood the concerns regarding the flooding. He asked that the flooding issue would be mentioned in the consultation. C Taylor-Claude agreed that it would be.

Moved: A Thompson

Seconded: R Mather

**THAT** the Woodend-Sefton Community Board:

- (a) **Receives** Report No. 240117005591.
- (b) **Approves** Council staff to undertake consultation with surrounding residents to get feedback on the proposed sand beach volleyball court.
- (c) **Provides** feedback on the proposed sand beach volleyball court.
- (d) **Notes** that a subsequent report will be brought back to the Community Board, detailing the consultation results, and seeking approval of installation if appropriate. This will include the design, materials, construction method, and ongoing maintenance plan and cost.
- (e) **Notes** that installing a volleyball court in the North Oval and Central Area is a supported activity under the Waikuku Beach Reserve Spatial Activity Plan, which was approved by the Community Board in February 2023.
- (f) **Notes** that the Spatial Activity Plan was publicly consulted on with the community in November 2022.
- (g) **Notes** that the project is proposed to be funded entirely by the community through fundraising and donations.
- (h) **Notes** that the construction of the beach volleyball court will be carried out by the community with the assistance of Greenspace staff.
- (i) **Notes** that should the courts be approved and constructed; it would be maintained by Council under the Delta Maintenance Contract and within current operational budgets. This is currently costed at \$67.41 a month but is set raise to approximately \$80 a month in early 2024.

**CARRIED**

A Thompson commented that this was a good report. There had been a lot of work for a long period of time.

R Mather looked forward to hearing what the community had to say.

S Powell commented that it would be good to hear what the community had to say. This had been a long journey.

6.3 **Application to the Woodend-Sefton Community Board's 2023/24 Discretionary Grant Fund – K Rabe (Governance Advisor)**

K Rabe spoke to the report noting that the Pegasus Dragons were seeking funding to assist a team to go to the Dragon Boating Festival in Wellington, which would allow their rowers to gain experience and training for competitions.

M Paterson asked if the Board had granted the Pegasus Dragons money previously. K Rabe noted that the Board had granted them money for oars two years ago.

S Powell asked if the Board would normally fund individuals to go to a sporting event. K Rabe noted that the money would go to the club who would pay the entry fee to allow these woman to go.

Moved: M Paterson

Seconded: A Thompson

**THAT** the Woodend-Sefton Community Board:

- (a) **Receives** report No. 240112003698.
- (b) **Approves** a grant of \$500 to the Pegasus Dragons towards attending the Dragon Boat Festival in Wellington.



**CARRIED**

R Mather abstained

M Paterson noted that it was a good cause.

A Thompson concurred.

6.4 **Approval of the Woodend-Sefton Community Board Plan 2023 – K Rabe (Governance Advisor)**

K Rabe took the report as read.

The Board discussed the plan noting a few amendments and corrections to be signed off by the Chair.

Moved: M Paterson

Seconded: R Mather

**THAT** the Woodend-Sefton Community Board:

- (a) **Receives** report No. 240112003400.
- (b) **Approves** the Woodend-Sefton Community Board Plan 2022-25 (Trim: 230301028039), subject to the changes made during the discussion of the report.
- (c) **Authorises** the Chairperson to approve the final version of the Woodend-Sefton Community Board Plan 2023 update, if any further minor editorial corrections are required.

**CARRIED**

7 **CORRESPONDENCE**

Nil.

8 **CHAIRPERSON'S REPORT**

8.1 **Chairperson's Report for December 2023 and January 2024**

- There has been concern raised at the relocation of the Woodend Medical Centre to Rangiora.
- There was an application for a liquor licence in Ravenswood for Liquor Land. It was in the new retail building that was still to be built.

Moved: S Powell

Seconded: R Mather

**THAT** the Woodend-Sefton Community Board:

- (a) **Receives** the report from the Woodend-Sefton Community Board Chairperson (TRIM: 240207016602).

**CARRIED**

9 **MATTERS FOR INFORMATION**

- 9.1. Oxford-Ohoka Community Board Meeting Minutes 6 December 2023.
- 9.2. Kaiapoi-Tuahiwi Community Board Meeting Minutes 11 December 2023.
- 9.3. Rangiora-Ashley Community Board Meeting Minutes 13 December 2023.
- 9.4. Draft 2024 Utilities and Roading Management Plans – Report to Council Long Term Plan Budget Meeting 30 January 2024 – Circulated to all Boards.



- He was asked to visit Oxford regarding the street flags. He found that Council had flags in Kaiapoi, Rangiora and Kairaki (Funded by a targeted rate) in Oxford the local promotions association funded them. He had asked Council staff to provide a report to establish if Council should have a consistent look across the district regarding street flags. The flags added a bit of flair to the townships, and he had asked if we could have a local input into the design, as we have loads of amazing artists.
- On 24 February 2024 leaving from Pegasus early morning a wellbeing charity walk "In Memory of Justin" ending in Oxford. A give a little page has been set up.
- He had asked the new "Play Street" Council staff member who had been funded by Sport Canterbury to see if they would hold or assist with running events in Pegasus, this potentially would be a youth event.

## **11 CONSULTATION PROJECTS**

### **11.1 Community Development**

Consultation closes Friday 16 February 2024

<https://letstalk.waimakariri.govt.nz/community-development>

### **11.2 Oxford Off-Leash Dog Exercise Area**

Consultation closes Sunday 18 February 2024.

<https://letstalk.waimakariri.govt.nz/oxford-off-leash-dog-exercise-area>

The Board noted the consultation projects including the Northern Pegasus Bay Bylaw Review closing on 1 March.

## **12 BOARD FUNDING UPDATE**

### **12.1 Board Discretionary Grant**

Balance as at 31 January 2024: \$2,160.

### **12.2 General Landscaping Fund**

Balance as at 31 January 2024: \$13,680.

The Board noted the funding update.

## **13 MEDIA ITEMS**

## **14 QUESTIONS UNDER STANDING ORDERS**

Nil.

## **15 URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

Nil.

### **NEXT MEETING**

The next meeting of the Woodend-Sefton Community Board is scheduled for 5.30pm, Monday 11 March 2024 at the Woodend Community Centre, School Road, Woodend.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 6.47PM.

**CONFIRMED**

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date

**Workshop**  
(6.47pm – 6.53pm)

- *Members Forum*
  - Discussion on possible times and dates for Northern Pegasus Bay Bylaw and LTP submission workshops.

**MINUTES OF THE MEETING OF THE RANGIORA-ASHLEY COMMUNITY BOARD HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA, ON WEDNESDAY, 14 FEBRUARY 2024, AT 7PM.**

**PRESENT**

J Gerard (Chairperson), K Barnett (Deputy Chairperson), R Brine, I Campbell, M Fleming, J Goldsworthy, L McClure, B McLaren, J Ward, S Wilkinson, and P Williams.

**IN ATTENDANCE**

S Hart (General Manager Strategy, Engagement and Economic Development), K Straw (Civil Projects Team Leader), T Kunkel (Governance Team Leader) and A Connor (Governance Support Officer).

There were three members of the public present.

**1. APOLOGIES**

Moved: J Gerard

Seconded: K Barnett

An apology was received and sustained from M Clarke for absence.

**CARRIED**

**2. CONFLICTS OF INTEREST**

There were no conflicts of interest declared.

**3. CONFIRMATION OF MINUTES**

**3.1. Minutes of the Rangiora-Ashley Community Board – 13 December 2023**

Moved: B McLaren

Seconded: S Wilkinson

**THAT** the Rangiora-Ashley Community Board:

- (a) **Confirms**, as a true and accurate record, the circulated Minutes of the Rangiora-Ashley Community Board meeting held on 13 December 2023.

**CARRIED**

**3.2. Matters Arising (From Minutes)**

There were no matters arising.

**3.3. Notes of the Rangiora-Ashley Community Board Workshop – 13 December 2023**

Moved: K Barnett

Seconded: J Goldsworthy

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** the circulated Notes of the Rangiora-Ashley Community Board workshop, held on 13 December 2023.

**CARRIED**

#### 4. **DEPUTATIONS AND PRESENTATIONS**

##### 4.1. **Whiterock Quarry Managed Landfill Site – Mayce Bates**

The deputation was withdrawn.

#### 5. **ADJOURNED BUSINESS**

Nil.

#### 6. **REPORTS**

##### 6.1. **Approval to Install No Stopping Restrictions associated with Pedestrian Refuge Islands – K Straw (Civil Projects Team Leader) and J McBride (Roading and Transportation Manager)**

K Straw reported that there was provision in the Council's Minor Improvement Programme to install no-stopping restrictions associated with pedestrian refuge islands at West Belt and Ivory Street in Rangiora. There was currently no formal pedestrian refuge crossing located in the 800 meters between Johns Road and High Street, Rangiora. The Bainswood Retirement Home was located on the western side of Ivory Street, Rangiora, and the residents often walk to the Countdown supermarket located on the eastern side of Ivory Street. Pedestrian Refuge Islands were important as they provided a safe crossing location, which was particularly important on busy roads.

K Straw explained that feedback was received from an affected resident in West Belt, who requested the proposed pedestrian refuge island outside 48 and 55 West Belt be moved five metres north, which moved the island away from the streetlight, however, the car park outside 48 West Belt would be retained.

P Williams questioned if all the residents in the proximity to the proposed no-stopping restrictions had been consulted. K Straw noted that residents had not been consulted on the revised plan for the no-stopping restrictions on West Belt

S Wilkinson queried if there was a criteria for proactively installing pedestrian refuge islands. K Straw advised that the proposed installation of the refuge islands was reactive to service requests for the public. Usually, residents did not want to lose on-street parking outside their homes, which made installing pedestrian refuge islands challenging.

J Gerard asked if laying the report on the table to allow affected residents to be consulted would negatively impact the project. K Straw noted it would delay the implementation of the project; however, in terms of the best outcome for the community, it would not have any negative impacts.

Moved: P Williams

Seconded: J Goldsworthy

**THAT** the Rangiora-Ashley Community Board:

- (a) **Lays** the report on the table for further consultation with affected residents.

**CARRIED**

6.2. **Naming of the new Rangiora North of High Street Laneway at 11 Blake Street – H Downie (Senior Advisor – Business and Strategy) and S Morrow (Rates Officer (Property Specialist))**

S Hart advised that the Board had the delegation to name the new pedestrian laneway between 202 and 190 High Street, Rangiora, which the Council was in the process of acquiring. It was intended that the underlying status of the new laneway would be a public reserve with that of Conway Lane, Rangiora. S Hart noted that Helmore Stewart Lawyers, who would be occupying the top floor of 190 High Street, Rangiora, requested that the laneway be named Helmore Lane. However, there was an existing Helmore Street in Rangiora. Therefore, this option did not meet the Council's Naming Policy; however, it had been included for consideration by request.

K Barnett questioned how Conway Lane received its name. S Hart reported that Mary and Harold Conway, who had owned a bookshop near the laneway, The Conways were very involved in the local community, with H Conway serving as a Councillor and Deputy Mayor.

J Ward enquired as to the history of the potential name Ox Lane. M Fleming noted that historically, the lane would have been wide enough to allow a wagon with six oxen to pass through.

*The Board adjourned from 7.25pm to 7.40pm for a workshop to discuss the naming of the new North of High Street laneway.*

Moved: M Fleming

Seconded: L McLure

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 240110002417.
- (b) **Approves** the name Ox Lane for the new North of High Street laneway located between 202 and 190 High Street.
- (c) **Notes** that the Rangiora Ashley Community Board may replace any proposed name with another name on the pre-approved road naming list for the Rangiora-Ashley Ward.

**LOST**

M Fleming and L McLure noted that they appreciated the historical significance of the name Ox Lane.

B McLaren commented that it was important to acknowledge women in the naming of public infrastructure. He, therefore, recommended naming the laneway in honour of Doris Langley, who ran a well-known dairy and had many years of service to photographic and early records societies.

Amendment:

Moved: B McLaren

Seconded: None

- (a) **Receives** Report No. 240110002417.
- (b) **Approves** the name Doris Langley Lane for the new North of High Street laneway located between 202 and 190 High.
- (c) **Notes** that the Rangiora Ashley Community Board may replace any proposed name with another name on the pre-approved road naming list for the Rangiora-Ashley Ward.

**LAPSED**

Amendment:

Moved: S Wilkinson

Seconded: P Williams

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** Report No. 240110002417.
- (b) **Approves** the name Hunnibell Lane for the new North of High Street laneway located between 202 and 190 High.
- (c) **Notes** that the Rangiora Ashley Community Board may replace any proposed name with another name on the pre-approved road naming list for the Rangiora-Ashley Ward.

**CARRIED**Debate on the Amendment

J Gerard commented that he supported the motion, as the shop owned by Luke Hunnibell in the 1800s was now 'Landmarks' Hunnibell's building, which now housed NomNom Kitchen.

P Williams also supported the motion as the building at 257 High Street was the oldest commercial building in High Street, and the name Hunnibell thus had a historic association with Rangiora.

The Amendment became the Substantive Motion.

6.3. **Application to the Rangiora-Ashley Community Board's 2023/24 Discretionary Grant Fund – T Kunkel (Governance Team Leader)**

T Kunkel highlighted that Muscular Dystrophy South Island ran peer-to-peer group sessions, which were an opportunity for members to gather and contribute ideas in a safe, non-judgmental environment. Hosting these free group sessions enabled struggling members to attend and gain the valuable socialisation they desperately needed. The requested funding would be used towards catering costs for peer-to-peer group sessions, being held monthly at the Rangiora RSA. Previously, Muscular Dystrophy South Island received a grant in May 2022 from the Board for catering costs for peer-to-peer group sessions.

Moved: M Fleming

Seconded: J Ward

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 240117006124.
- (b) **Approves** a grant of \$500 to Muscular Dystrophy South Island toward the catering costs at support group meetings.

**CARRIED**

6.4. **Approval of the Rangiora-Ashley Community Board Plan 2024/25 – T Kunkel (Governance Team Leader)**

T Kunkel thanked all the Board members who provided information for inclusion in the updated Community Board Plan 2024/25. She confirmed that the plan had been updated to include the Board's achievements during 2023 and project progress. The information regarding the Board's Discretionary Grant, the Youth Development Fund, the Board's



Landscaping Budget and Board meeting dates had also been updated in line with the 2023/24 financial year's information.

L McClure noted the same photo of the Loburn Domain was used twice. T Kunkel undertook to source a new photo.

B McLaren highlighted that the intersection at High Street, Ashley Street and Ivory Street name was currently referred to as BNZ Corner or the Red Lion Corner. However, the Red Lion Hotel was no longer there, and the BNZ building may not be there in years to come. He, therefore, suggested that the intersection be referred to as Cenotaph Corner.

Moved: B McLaren

Seconded: L McClure

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 240112003410.
- (b) **Approves** the Rangiora-Ashley Community Board Plan 2022-25 (Trim 230209016874).
- (c) **Authorises** the Chairperson to approve the final version of the Rangiora-Ashley Community Board Plan 2023 update if any further minor editorial corrections are required.

**CARRIED**

## 7. CORRESPONDENCE

Nil.

## 8. CHAIRPERSON'S REPORT

### 8.1. Chair's Diary for December 2023 and January 2024

J Gerard noted that the Council had done an excellent job with the refurbishment of elderly housing at Tyler Court in Rangiora.

Moved: J Gerard

Seconded: K Barnet

**THAT** the Rangiora-Ashley Community Board:

- (a) **Receives** report No. 240207016749.

**CARRIED**

## 9. MATTERS FOR INFORMATION

- 9.1. Woodend-Sefton Community Board Meeting Minutes 4 December 2023.
- 9.2. Oxford-Ohoka Community Board Meeting Minutes 6 December 2023.
- 9.3. Kaiapoi-Tuahiwi Community Board Meeting Minutes 11 December 2023.
- 9.4. Mandeville Resurgence and Channel Diversion Upgrade Project – Report to Council Long Term Plan Budget Meeting 30 January 2024 – Circulates to the Oxford-Ohoka Community Board.

9.5. Draft 2024 Utilities and Roading Management Plans – Report to Council Long Term Plan Budget Meeting 30 January 2024 – Circulated to all Boards.

Moved: B McLaren

Seconded: J Goldsworthy

**THAT** the Rangiora-Ashley Community Board:

- (a) Receives the information in Items 9.1 to 9.5.

**CARRIED**

**10. MEMBERS' INFORMATION EXCHANGE**

**J Ward**

- Long Term Plan (LTP) Budget meetings were held on 30 and 31 January 2024, where the draft LTP Budget was passed with a proposed rate increase of 8.9%. Subsequently, the Draft Budget papers were audited by Audit New Zealand and approved with minor comments and kept the Council's Standard and Poor's AA excellence rating. The Council would approve the consultation document at a meeting to be held on 27 February 2024 and would then go out for public consultation from 15 March 2024 to 15 April 2024.  
Due to being efficient and professionally correct, the Council managed the LTP audit, and there was only a 9% fee increase in 2024. The Waimakariri District Council was acknowledged in the Auditor General's Guidance Report as an example of excellence.
- Communications – A Gray led a small team of six and reduced costs by around \$180,000 while outputting three times the number of communications and doing most in-house.
- Customer Services – The team were being trained on the new Datacom Computer System. The Waimakariri District Council placed 11<sup>th</sup> out of 80 Councils, including Regional Councils, in the National Customer Service Audit released in December 2023. The Council also achieved 90.6% in the phone audit and 95.7% in the email audit.

**B McLaren**

- He met with the Christchurch City Council Graffiti Team, who were trialling a new programme called GoLegit!. The programme worked by distinguishing between taggers and talented artists. The software was able to identify taggers and to be dealt with through the criminal justice system. It could also identify the artists with real talent to be assisted through a restorative process to a better pathway. Chorus had become part of the programme, and Chorus cabinets were identified, on which these artists were allowed to showcase their artwork free of charge. They were then mentored and paired with people who had gone through the programme to become professional artists with commercial connections.
- Attended North Canterbury Neighbourhood Support strategic planning session.

**S Wilkinson**

- Long Term Plan (LTP) Budget meetings were held on 30 and 31 January 2024.
- Attended All Boards session.

**L McLure**

- Friday Celebration Lunches – prepped, made and served 130 party lunches at Southbrook School.
- Attended Dudley Park Revamp Celebration.
- Attended Kaiapoi Fire Station public opening.
- Next Steps with the new Government over Zoom.
- Final Waimakariri Health Advisory Board meeting for 2024 in early December, the Chair resigned, and a new independent Chair was being recruited. Covid was very rampant in the community. There was still a large shortage of health care workers and doctors nationwide.

- Mayors Community Morning Tea.
- All Boards Briefing.
- Attended the Rangiora Santa Parade.
- Attended Rangiora High School Prizegiving.
- National Community Boards online Hui.
- Visited the Strawberry Fair at Kaiapoi Food Forest.
- Visited the Kaiapoi Community Garden for International Community Garden Day.

#### **I Campbell**

- Spoke with residents regarding Whiterock Quarry in late January 2024 to discuss their concerns.
- Attended a public meeting with residents also Regarding Whiterock Quarry.

#### **R Brine**

- Stressed that the LTP Budget was only a draft, which still had to go through a consultation process. Once the consultation process had closed, the Council would hear and consider all submissions prior to deliberating on the submissions and approving the final budget.

#### **J Goldsworthy**

- Encouraged everyone to submit on the LTP.
- He urged people to keep grass low as it was very dry, and fire services were being stretched thin. Civil Defence had been deployed for the Loburn fire.

#### **P Williams**

- Attended many drainage meetings. Staff were investigating whether Cones Road, Rangiora, could be widened to assist with drainage issues.

#### **M Fleming**

- Attended a planning day for the training day on accessibility for staff.
- Whiterock Quarry public meeting and noted that the quarry would not only affects the close residents but the whole community.

#### **K Barnett**

- Submitted a number of Snap Send Solve over January 2024 and the results were fantastic. Southbrook needed some investigations the street was looking very dilapidated.

### **11. CONSULTATION PROJECTS**

#### **11.1. Community Development**

Consultation closed on Friday 16 February 2024.  
<https://letstalk.waimakariri.govt.nz/community-development>

#### **11.2. Oxford Off-Leash Dog Exercise Area**

Consultation closed on Sunday 18 February 2024.  
<https://letstalk.waimakariri.govt.nz/oxford-off-leash-dog-exercise-area>

#### **11.3. Northern Pegasus Bay Bylaw**

<https://letstalk.waimakariri.govt.nz/northern-pegasus-bay-bylaw>

11.4. **Pegasus Bay Beach Users Survey 2023/24**

<https://letstalk.waimakariri.govt.nz/pegasus-bay-beach-users-survey-2023-24>

The Board noted the various consultation projects.

**12. BOARD FUNDING UPDATE**

12.1. **Board Discretionary Grant**

Balance as at 31 January 2024: \$8,290.

12.2. **General Landscaping Fund**

Balance as at 31 January 2024: \$27,370.

**13. MEDIA ITEMS**

Nil.

**14. QUESTIONS UNDER STANDING ORDERS**

Nil.

**15. URGENT GENERAL BUSINESS UNDER STANDING ORDERS**

Nil

**NEXT MEETING**

The next meeting of the Rangiora-Ashley Community Board was scheduled for 7pm, Wednesday 13 March 2024.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 7.55pm.

**CONFIRMED**

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date

**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR INFORMATION**

**FILE NO:** GOV-18 / 240223028026  
**REPORT TO:** Council  
**DATE OF MEETING:** 5 March 2024  
**FROM:** Dan Gordon, Mayor  
**SUBJECT:** Mayor's Diary  
 Thursday 1 February 2024 – Sunday 25 February 2024

**1. SUMMARY**

Attend regular meetings with the Chief Executive, Management Team, and staff.

Thursday 1 February	Meeting: Zones plus LGNZ catch up; New recycling rules; Hamiora Bowkett; LTP catch up with staff
Friday 2 February	Meeting: Ruby Wilson re: Leadership Breakfast; LTP catch-up Attended: Ford Trophy Cricket Interview: Newstalk ZB
Saturday 3 February	Opened: Officially opened Copper Beach Road
Monday 5 February	Meeting: Councillor Clare McKay from Ecan; Council Agenda Discussion; Alistair re: Waimakariri Arts Strategy
Tuesday 6 February <i>Waitangi Day</i>	Speech: Kaiapoi Waitangi Day Family Festival Attended: Rangiora Borough School Waitangi Fun Whanau Event
Wednesday 7 February	Meeting: Briefing re District Plan Matters; Council meeting Attended: Zoom – Waitaha Primary Health
Thursday 8 February	Meeting: Health Hub Update; Woodend Surgery; Career Advice for Young Person; Loburn Fire Mayoral Relief Fund; Compass FM Board meeting; All Boards Meeting
Friday 9 February	Opened: Waimakariri Country Music Festival Attended: Meeting re Oxford Flag Tracks; Function at Selwyn Mayor Sam Broughton's home with Deputy Mayor Neville Atkinson Interview: Compass FM
Saturday 10 February	Attended: Waimakariri Country Music Festival Evening Performance
Sunday 11 February	Attended: 2024 Arts Canterbury Juries Art Show

Monday 12 February	Meeting: ENC Pre Meeting; LTP PCG
Tuesday 13 February	Visited: Parliament to see Bill introduced to repeal 3 Waters legislation. Met with various ministers and MPS while in Wellington.
Wednesday 14 February	Meeting: With residents; Cr Cairns and Sam Fisher; Greater Christchurch Partnership (GCP) pre-meeting; ENC Board Meeting
Thursday 15 February	Meeting: Nicola Young from Sheffield; CE Review pre-meeting; Property Portfolio Working Group; Meeting with Chairs and Deputy Chairs of Community Boards; North Brook Villas re Rates
Friday 16 February	Meeting: Greater Christchurch Partnership (GCP) Subgroup; GCP meeting; Meeting with residents re Climate Change; Wendy Harris and Father Doh Attended: Loburn School Community Day for residents affected by the recent fires
Sunday 18 February	Attended: Resident of Swannanoa 80 <sup>th</sup> birthday; Waimakariri Arts Trust Meeting
Monday 19 February	Meeting: Chris Brown and resident re Belgrove Subdivision Trees Attended: Swannanoa Fire Brigade 1000 <sup>th</sup> call-out
Tuesday 20 February	Meeting: Utilities & Roading Committee; Resident Behaviour; District Planning & Regulation Committee; PC31; Community & Recreation Committee Attended: Christchurch Foundation Dinner at 5 <sup>th</sup> Street
Wednesday 21 February	Meeting: Climate Change Reference Group; Queen Street Trees Discussion with CE and Chair of Rangiora Ashley Community Board; Meet with Kaiapoi Menz Shed representatives and staff; Citizenship Ceremony; Audit NZ
Thursday 22 February	Meeting: Resident; Civil Defence Emergency Management Joint Committee; Regional Transport Committee Attended: Earthquake Memorial Service and laid a wreath; Canterbury Mayoral Forum Dinner
Friday 23 February	Meeting: Canterbury Mayoral Forum; Waitaha Health joint meeting with Board of Christchurch DHO Attended: Function and dinner at Christchurch Club
Saturday 24 February	Speech: Ashley Gorge Reserve Family Fun Gala Opened: A & P Building – Scurr Centre at Northern A&P Showgrounds Attended: Dinner with resident
Sunday 25 February	Attended: Rangiora Community patrol Quiz

**THAT** the Council:

a) **Receives** report N°. 240223028026



Dan Gordon  
**MAYOR**