

WAIMAKARIRI DISTRICT COUNCIL
REPORT FOR DECISION

FILE NO and TRIM NO: DDS-06-10-02-07-01/ 230503062602

REPORT TO: COUNCIL

DATE OF MEETING: 16 May 2023

AUTHOR(S): Matthew Bacon, Development Planning Manager

SUBJECT: Endorsement of Greater Christchurch Spatial Plan for public consultation

ENDORSED BY:
(for Reports to Council,
Committees or Boards)


General Manager


Acting Chief Executive

1. SUMMARY

- 1.1 The purpose of this report is for Council's to endorse the draft Greater Christchurch Spatial Plan (draft Spatial Plan) for the purposes of public consultation.
- 1.2 If the draft Spatial Plan has been approved for the purposes of consultation, a Special Consultative Procedure on the draft is required, which will include submissions and hearings of submissions. This report further asks Council to receive several supporting documents that have informed the preparation of the Spatial Plan and the terms of reference for a hearing panel to be convened at a later date.

Attachments:

- i. Whakawhanake Kāinga Komiti resolutions - 12 May 2023 (to be separately circulated)
- ii. draft Greater Christchurch Spatial Plan prepared for consultation (230505064508)
- iii. Greater Christchurch Housing Capacity Assessment May 2023 (230505064510)
- iv. Greater Christchurch Business Capacity Assessment May 2023 (230505064513)
- v. Huihui Mai Engagement Report (230505064514)
- vi. Proposed spatial plan terms of reference (230505064518)

2. RECOMMENDATION

THAT the Council

- a. **Receives** Report 230503062602.
- b. **Notes** the Whakawhanake Kāinga Komiti resolutions 12 May 2023 **Attachment i**.
- c. **Endorses** the consultation occurring on the draft Greater Christchurch Spatial Plan (**Attachment ii**).
- d. **Receives** the Greater Christchurch Housing Capacity Assessment March 2023 (**Attachment iii**).
- e. **Receives** the Greater Christchurch Business Capacity Assessment April 2023 (**Attachment iv**).
- f. **Receives** the Huihui Mai Engagement Report (**Attachment v**).
- g. **Notes** that the consultation submission period for the draft Greater Christchurch Spatial Plan will be held between mid-June and end of July 2023.
- h. **Notes** the consultation process and associated supporting documents as set out in the report.
- i. **Notes** that following the consideration of submissions, hearing from submitters, and receiving of an officers' report a Hearings Panel will make recommendations to the Whakawhanake

Kāinga Komiti on responses to submissions and changes to the Draft Greater Christchurch Spatial Plan as a result of the public consultation process.

3. **BACKGROUND**

- 3.1 There has been a coordinated approach to urban planning and transport investment in Greater Christchurch since 2007. The Greater Christchurch Urban Development Strategy 2007 (UDS) and Our Space 2018-2048: Greater Christchurch Settlement Pattern Update set the framework for urban planning which informs this current work.
- 3.2 The development of the Greater Christchurch Spatial Plan was identified as the first priority of the Whakawhanake Kāinga Komiti, following its establishment in 2022.
- 3.3 The draft Spatial Plan, provided as **Attachment ii**, has been developed collaboratively by the partners, with the process strongly guided by the agreed priorities identified for the Komiti.
- 3.4 Subject to a Special Consultative Process (SCP) being undertaken and completed, the Spatial Plan satisfies the requirements of a future development strategy (FDS) under the National Policy Statement on Urban Development 2020 (NPS-UD). This includes outlining how Local Authorities intend to provide sufficient housing and business development capacity to meet expected demand over the next 30 years. An overarching objective for all future development strategies is to achieve well-functioning urban environments, which the draft Spatial Plan addresses.

Development of the Spatial Plan

- 3.5 The purpose of the Greater Christchurch Spatial Plan is to:
- i. Set a desired urban form for a projected population of 700,000 (to 2051) and beyond that to 1 million people to ensure our urban form is future-proofed in the context of population growth and climate change.
 - ii. Deliver on the first priority of the Urban Growth Partnership for Greater Christchurch to develop a Spatial Plan to improve the coordination and alignment between central government, local government and mana whenua.
 - iii. Satisfy the requirements of the NPS-UD for the Greater Christchurch Councils to jointly prepare an FDS.
- 3.6 This draft Spatial Plan has been built on the clear direction set by the Greater Christchurch Partnership through the UDS, which provided a strong framework for the response following the Canterbury earthquakes. It has also been developed around the strategic framework previously agreed by the Whakawhanake Kāinga Komiti. It has also been informed the following background reports prepared to inform the evidence base, the strategic framework, and the evaluation and analysis of different scenarios. These include:
- a. The *Foundation Report* which summarises the work undertaken to identify Greater Christchurch's urban opportunities and challenges and to develop the strategic framework to guide the development of the draft Spatial Plan.
 - b. The *Ngā Kaupapa Report*, prepared by Mahaanui Kurataiao on behalf of mana whenua, which 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 draft Spatial Plan.
 - c. The *Housing Capacity Assessment May 2023 (Attachment iii)*, which provides an assessment of Greater Christchurch's capacity to meet the projected demand for housing over the next 30 years. A Housing Capacity Assessment was completed in June 2021 to meet the requirements of the NPS-UD and updated in 2023 to inform the draft Spatial Plan. The draft Spatial Plan outlines the medium and long-term capacity, demand and overall sufficiency for housing in Greater Christchurch. There are long-term supply issues in the Selwyn District, which the draft Spatial Plan responds to.

- d. The *Business Capacity Assessment (Attachment iv)*, which provides an assessment of Greater Christchurch's capacity to meet the projected demand for commercial and industrial land over the next 30 years. This is a new assessment, rather than an update, as the previous assessment was developed under the National Policy Statement on Urban Development Capacity 2016 (NPS-UDC). The draft Spatial Plan outlines the medium and long-term capacity, demand and overall sufficiency for commercial and industrial land in Greater Christchurch. There are long-term supply issues for commercial land in Christchurch City and the Selwyn District, which the draft Spatial Plan responds to.
- e. The *Urban Form Scenarios Evaluation Report*, which 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, which informed the development of the draft Spatial Plan.
- f. The *Areas to Avoid and Protect Report*, which details the methodology and reasoning for identifying land development constraints and areas to protect to inform the development of the draft Spatial Plan.

Engagement to Date

- 3.7 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. Further information about the engagement and findings is detailed in the engagement report which is provided as **Attachment v**.
- 3.8 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.
- 3.9 During the engagement over 7,066 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.
- 3.10 The feedback received through the engagement has informed the development of the draft Spatial Plan and has provided confirmation that its development and direction is supported.

The Draft Spatial Plan

- 3.11 The draft 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 Greater

Christchurch into the future, through targeted intensification in centres and along public transport corridors.

3.12 The document is structured around six opportunities, which together describe the key ways 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 following 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. These are:

- 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. (see paragraph 3.15 below)
- An enhanced and expanded blue-green Network

Mana whenua priorities and expectations

3.14 The Greater Christchurch 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.

3.14 The draft Spatial Plan seeks to reflect these throughout the document, including the acknowledgement that enabling prosperous kāinga nohoanga is a “key move’ of the draft Spatial Plan. Other specific directions include:

- Avoid urban development over Wāhi Tapu;
- Protect, restore and enhance Wāhi Taonga and Ngā Wai; and
- Improve accessibility to Māori Reserve Land to support kāinga nohoanga.

Priority Areas

3.15 Priority Areas are proposed as a key tool to progress shared objectives through the implementation of the Spatial Plan. Seven Priority Areas have been identified through a technical evaluation – these include areas that offer significant opportunity for change, such as accelerated urban development to support the desired pattern of growth, environmental change to enhance resilience, or exemplar projects. In addition, Māori Reserve land is identified as a Priority Area arising from Te Tiriti Partnership, as is the development of kāinga nohoanga on sites within urban areas.

3.16 The Priority Areas for Greater Christchurch are summarised in the table below:

	Priority Areas arising from technical evaluation
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Priority Areas arising from Te Tiriti Partnership	Priority Development Areas		Priority Area
Kāinga nohoanga on Māori Reserves and in urban areas		Rangiora Town Centre and surrounds	Eastern Christchurch Area ¹
	MRT Stage One corridor	Papanui	
		City Centre	
		Riccarton	
		Hornby	
		Rolleston Town Centre and surrounds	

Joint Work Programme

- 3.17 The Partnership will work together to implement the Spatial Plan through a joint work programme comprising key actions and initiatives, and the Priority Areas identified above.
- 3.18 The Komiti will receive biannual updates on the progress of the joint work programme through a monitoring report.
- 3.19 The Spatial Plan is an enduring document, with the scope for new Priority Areas, key actions and initiatives, and tools to be added if they should arise in the future. The plan will be reviewed and updated (as needed) every 5 years.

Public Consultation and Hearings

- 3.20 Subject to the Komiti approving the draft Spatial Plan for public consultation and endorsement of the plan by partner governance, a special consultative procedure (set out in the Local Government Act 2002) will follow, to enable the views and preferences of the community and stakeholders to be heard and considered.²
- 3.21 The consultation submission period will be held between mid-June and end of July 2023, during which feedback will be sought by submissions. This consultation will seek to leverage off the recent Huihui Mai engagement.
- 3.22 Key elements of the consultation are intended to include:
- a. **Consultation document and submission form** - The consultation document (the draft Greater Christchurch Spatial Plan for consultation³) and an associated submission form.
 - b. **Youth** - Youth participation in the formal consultation process will be encouraged and supported, building on the youth engagement and networks from the Huihui Mai engagement.

¹ Eastern Christchurch has been identified as a Priority Area, rather than a Priority Development Area. The area has not included as a development/growth focus but primarily to recognise the need for a partnership approach to support this area to adapt to the risks and impacts of climate change, and to build community resilience.

² Although the Greater Christchurch is significant in its own right to warrant the special consultative procedure (SCP), this process is required because the Spatial Plan is being developed to meet the requirements of that NPS-UD for the Councils to prepare a Future Development Strategy (FDS) for Greater Christchurch. The NPS-UD requires that when preparing or updating an FDS local authorities must use the SCP in Section 83 of the Local Government Act 2002.

³ Once the document has been approved by governance, it will be designed up for consultation.

- c. **Drop-ins** - A series of drop-ins across the Greater Christchurch area (i.e. in Selwyn, Waimakariri and Christchurch City) where residents can drop-in and find out more about what is being proposed and provide their feedback.
- d. **Website** - The draft Greater Christchurch Spatial Plan, a submission form, and supporting information will be available on the Partnership website.
- e. **Channels** - The following channels will be utilised to promote awareness of the consultation and encourage participation: partner agencies channels, Huihui Mai social media channels, electronic newsletters to databases (including from the Huihui Mai engagement), media, and advertising.
- f. **Hearings** - Hearings will be held to provide the opportunity for people to present their views in person or by audio/audio-visual link.
- 3.23 A Hearings Panel will be convened to consider and make recommendations on the submissions received on the Draft Greater Christchurch Spatial Plan to the Whakawhanake Kāinga Komiti. The Whakawhanake Kāinga Komiti are considering the establishment of a Hearings Panel at their meeting on 12 May 2023, including the adoption of the Terms of Reference provided as **Attachment vi**. Consideration of the Council's representative on the Hearing Panel will be the subject of a further report in June/July 2023 which will set out the process and time commitments.
- 3.24 The proposed membership of the Hearings Panel is:
- An Independent Chair of the Hearings Panel
 - One representative from Environment Canterbury
 - One representative from Christchurch City Council
 - One representative from Selwyn District Council
 - One representative from Waimakariri District Council
 - One representative on behalf of Mana whenua
 - One Central Government representative

Next Steps

- 3.25 Subject to the Whakawhanake Kāinga Komiti approving the draft Spatial Plan for public consultation and Council's endorsement of the draft Spatial Plan for consultation, the next steps and key dates are set out in the table below:

Consultation, Hearings and Adoption	
Between Mid June – End of July 2023	Consultation
August – September 2023	Officer Report Prepared
October – November 2023	Hearings, Deliberations, and Hearings Panel Recommendations Report prepared
December 2023	Whakawhanake Kāinga Komiti meeting <i>Recommend to partner governance to adopt the Spatial Plan</i>
December 2023 – February 2024	Partner governance meetings <i>Adopt the Spatial Plan</i>

4. ISSUES AND OPTIONS

- 4.1. The Council has the option to either endorse the spatial plan for consultation or not. The option recommended within this report is to endorse the consultation. The primary reason for this recommendation is that the Council has actively participated in the preparation of the spatial plan including support for the preparation of the background documents. In addition, the Council is required by the National Policy Statement for Urban Development to develop a Future Development Strategy. If the spatial plan is not endorsed and adopted, Council would be required to produce its own Future Development Strategy. This would have associated cost and resource implications and would likely require reallocation of resource from the District Plan Review programme.
- 4.2. If the Council does not endorse the spatial plan for consultation, the Council's representatives on the GCP Committee will note this lack of endorsement to the Komiti. The Komiti would need to consider whether to continue with consultation or not.

Implications for Community Wellbeing

- 4.3. There are implications for community wellbeing by the issues and options that are the subject matter of this report. These are covered in section 3 of this report detailing the purpose of the Spatial Plan.
- 4.4. The Management Team has reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Mana whenua

Te Ngāi Tūāhuriri hapū are likely to be affected by or have an interest in the subject matter of this report. As noted in section 3 of this report, Te Ngāi Tūāhuriri Runanga have reviewed the content of the spatial plan. Paragraphs 3.13 and 3.14 detail the expectations of Mana whenua and how these are incorporated into the draft document. It is noted that Mana Whenua are a partner in the Greater Christchurch Partnership and have had input into the preparation of the spatial plan.

5.2. Groups and Organisations

There are/ are not groups and organisations likely to be affected by, or to have an interest in the subject matter of this report. These groups and organisations are various, as the subject matter of this report is the direction of growth within the Greater Christchurch area. Those groups and organisations will have the opportunity to comment on the spatial plan through the proposed engagement process.

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 as the subject matter of this report is the direction of growth within the Greater Christchurch area. The wider community will have the opportunity to comment on the spatial plan through the proposed engagement process.

6. OTHER IMPLICATIONS AND RISK MANAGEMENT

6.1. Financial Implications

There are not direct financial implications of the decisions sought by this report. The budget for the Council's input into the preparation of the spatial plan, including the special consultative procedure process, are included within the Development Planning Unit budget for 2023/2034.

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 recommendations in this report do not have specific sustainability and/or climate change impacts; however, it is noted that mitigation of climate change impacts as relates 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 endorsement subject to this report relates primarily to the completion of the required special consultative procedure.

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.

7.2. **Authorising Legislation**

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. No sub-delegations exist.

Greater Christchurch Spatial Plan

Draft plan for consultation

Have your say

To insert details around Special Consultative Process

DRAFT

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 too.
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

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 300m². 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.

GREEN BELT

A green belt is a planning tool used to maintain areas of green space around urban areas, often acting as a buffer 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.

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

Within the next 60 years, the population of Greater Christchurch is set to double to one million. 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 the Greater Christchurch Spatial Plan – this document.

The 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 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.

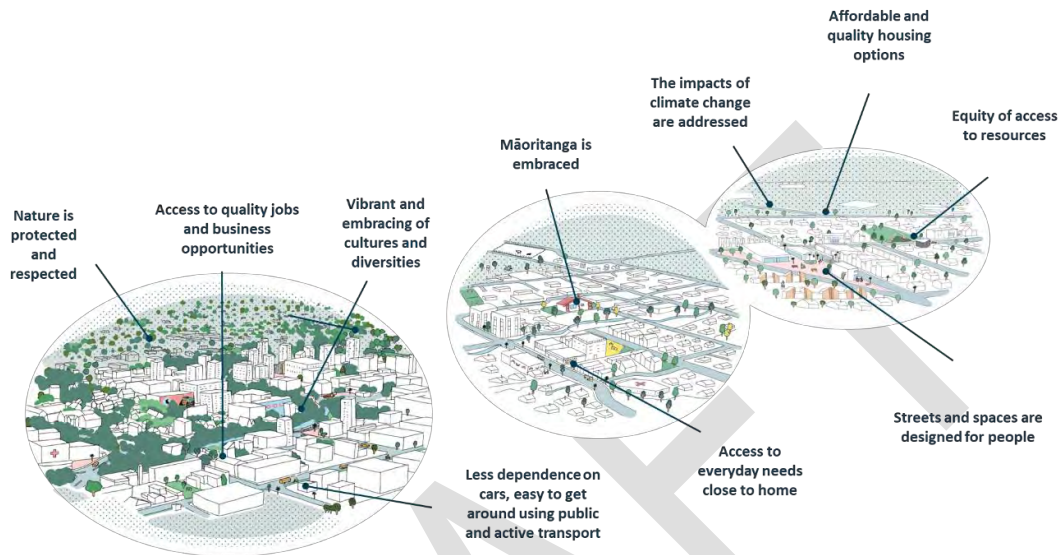
In making its apology in 1998, the Crown acknowledged that Ngāi Tahu holds rangatiratanga within the Ngāi Tahu takiwā. Further, the Te Rūnanga o Ngāi Tahu Declaration of Membership Order 2001 establishes individual Papatipu Rūnanga as the entities with responsibility for resources and the protection 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.

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.

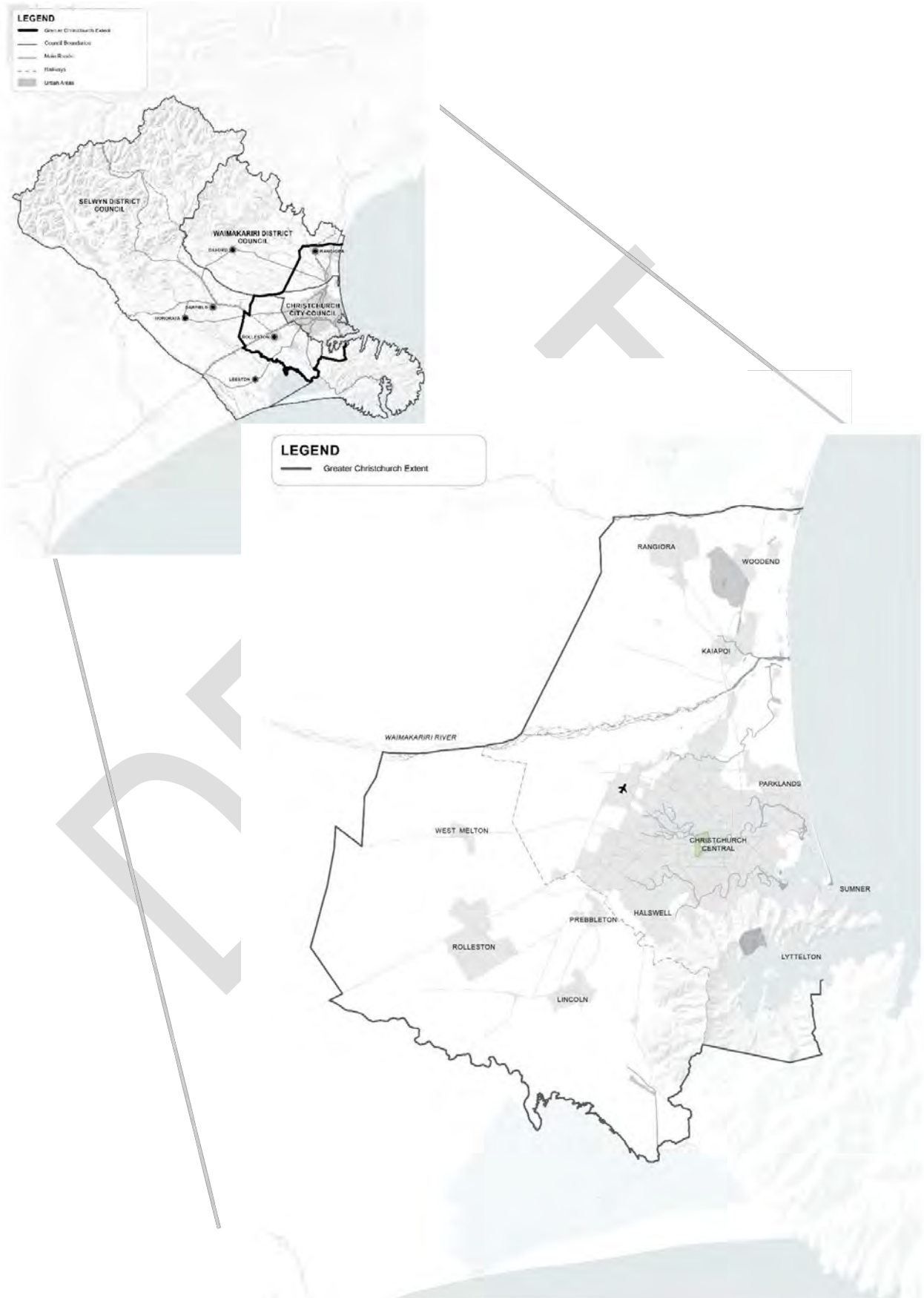
Greater Christchurch includes parts of three territorial authorities: Christchurch City, Selwyn District and Waimakariri District. It is also part of a cultural landscape that holds significant historic and contemporary cultural importance for Ngāi Tahu whānui.

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

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 of the private car during the middle of the 20th 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 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.

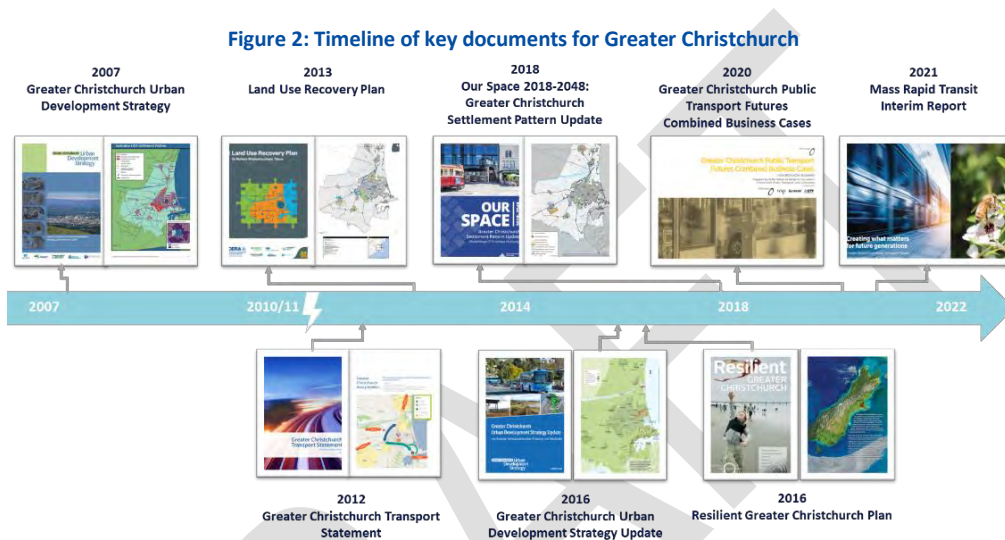
Greater Christchurch's population exceeds half a million people, which represents more than 80 percent of the Waitaha / Canterbury population and almost half of the Te Waipounamu / South Island population. Strong population growth in Greater Christchurch over recent years reflects its highly valued lifestyle, 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.

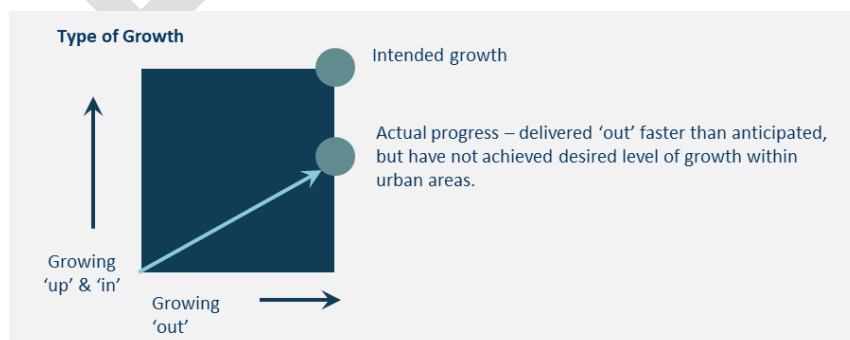


This Spatial Plan builds on and replaces the previous plans and strategies developed for Greater Christchurch, but does not seek a fundamental change from their strategic direction.

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

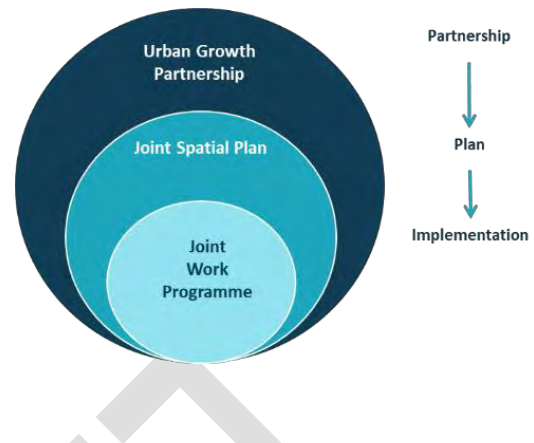


Delivering on national direction

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.

Relevant national direction 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 other national policy statements relating to highly productive land and freshwater management.

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

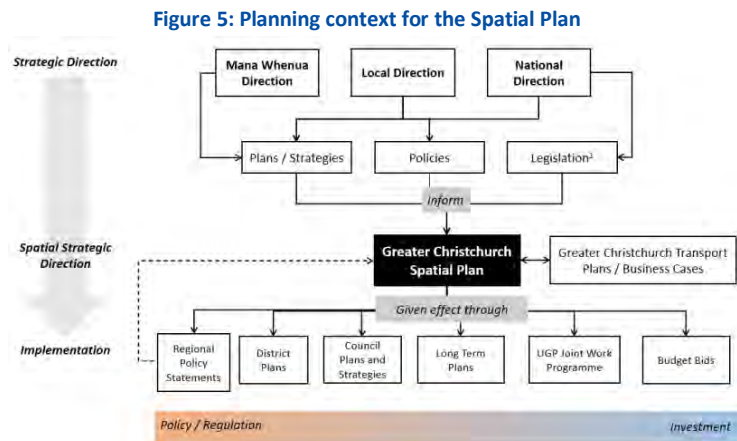
Plan for an urban form and transport system that substantially reduces greenhouse gas emissions, including supporting a transformational shift in transport choices.

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 Canterbury Regional Policy Statement, which includes a review of the airport noise contours and 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.

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 grow from a population of approximately 530,000 to more than 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- 30 years and 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

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.

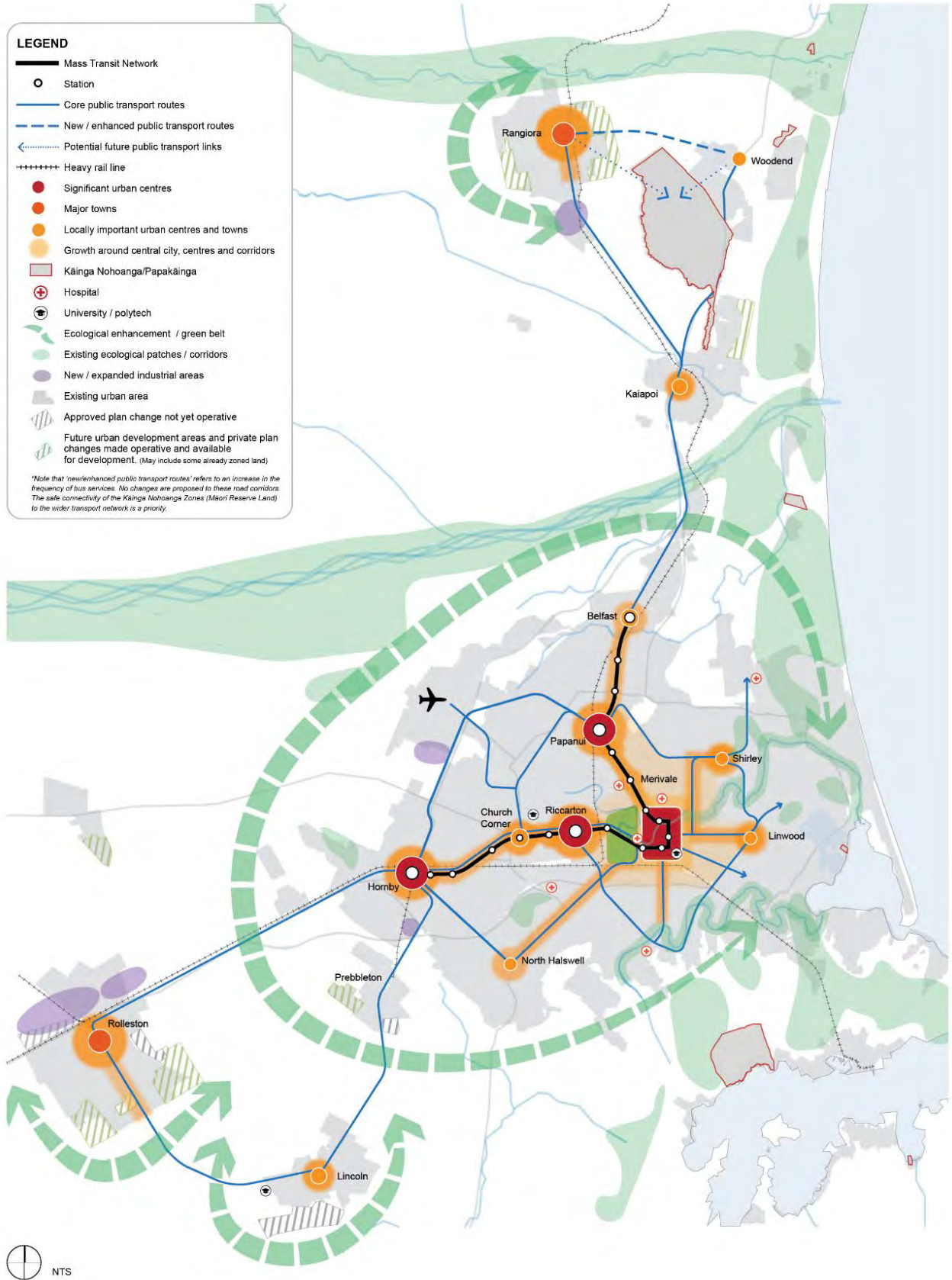
Six opportunities have been identified for how the Spatial Plan can help close the gap between the current and desired future states for Greater Christchurch, together with a number of directions that will guide the work of the partnership and individual partners to address these opportunities. Two overarching 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. A visual representation of the strategy is provided in *Map 2*.

Opportunities	<p>#1</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>#2</p> <p>Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change</p>	<p>#3</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>#4</p> <p>Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs</p>	<p>#5</p> <p>Provide space for businesses and the economy to prosper in a low carbon future</p>	<p>#6</p> <p>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</p>
Directions	<p>Focus growth through targeted intensification in urban and town centres and along public transport corridors</p> <p>Enable the prosperous development of kāinga nohoanga on Māori Land and within urban areas</p>					
	<p>1.1 Avoid urban development over Wāhi Tapu</p> <p>1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai</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 Avoid development in 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 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 and supporting community infrastructure</p>	<p>5.1 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 and meets the needs of a modern society and economy</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>
Key moves	<p>The prosperous development of kāinga nohoanga</p>	<p>A strengthened network of urban and town centres</p>	<p>A mass rapid transit system</p>	<p>A collective focus on unlocking the potential of Priority Areas</p>	<p>An enhanced and expanded blue-green network</p>	

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, 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
Significant urban centres	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"> • Central City (primary centre) • Riccarton corridor • Hornby • Papanui / Merivale corridor • Papanui
Major towns		<ul style="list-style-type: none"> • Rolleston • Rangiora
Locally important urban centres and towns	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"> • Shirley • Linwood • North Halswell • Belfast / Northwood • Lincoln • Kaiapoi • Ravenswood / Pegasus / Woodend • Key towns outside Greater Christchurch (including Darfield, Leeston, Oxford) • Corridors around other high-frequency public transport routes
Key business areas	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"> • Christchurch Airport / Russley • South of the Central City • Southern industrial spine (including iZone) • Port of Lyttelton • Other business areas

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>Central City</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"> • Maintaining and supporting its primacy as the main leisure, tourism, economic and transport hub of Greater Christchurch • Incentivising, enabling and supporting it as a focal point for: <ul style="list-style-type: none"> ○ Business attraction, with significant increases in employment density, high-rise commercial developments, flagship retail, head offices and knowledge intensive services ○ Redevelopment for the highest residential densities (ranging from 100 to 200 households per hectare), including multi-storey townhouses, apartments and mixed-use developments • Transitioning the south and south-east general business and industrial areas to comprehensive higher density residential and mixed-use developments.
<p>Riccarton corridor</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>Papanui / Merivale corridor</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>Papanui</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>Hornby</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 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).</p>
Rangiora	<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>
Rolleston	<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

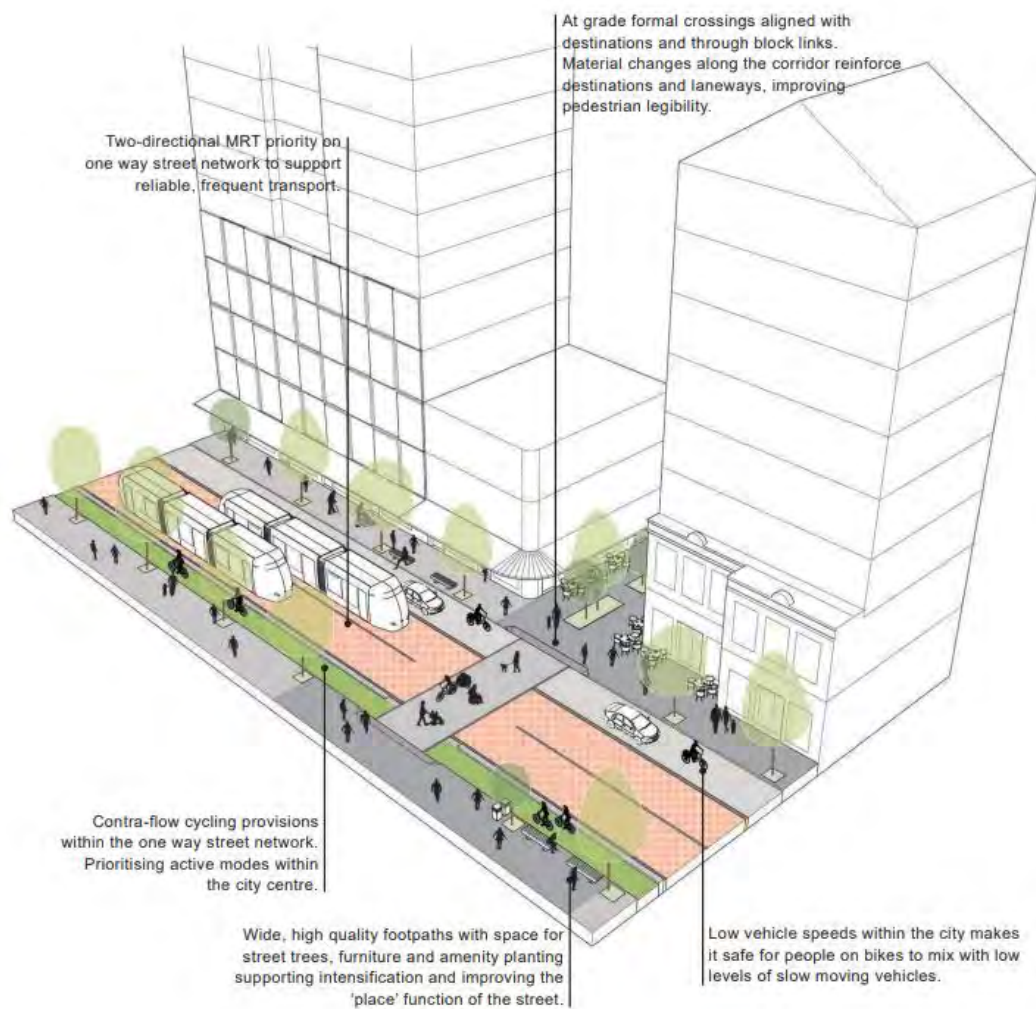
The preferred mass rapid transit route considers either a Light Rail service or a Metro bus service, as both modes have their own package of benefits and constraints. Further investigations will be undertaken in due course with respect to its adaptation to future growth, on its construction, operations 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.

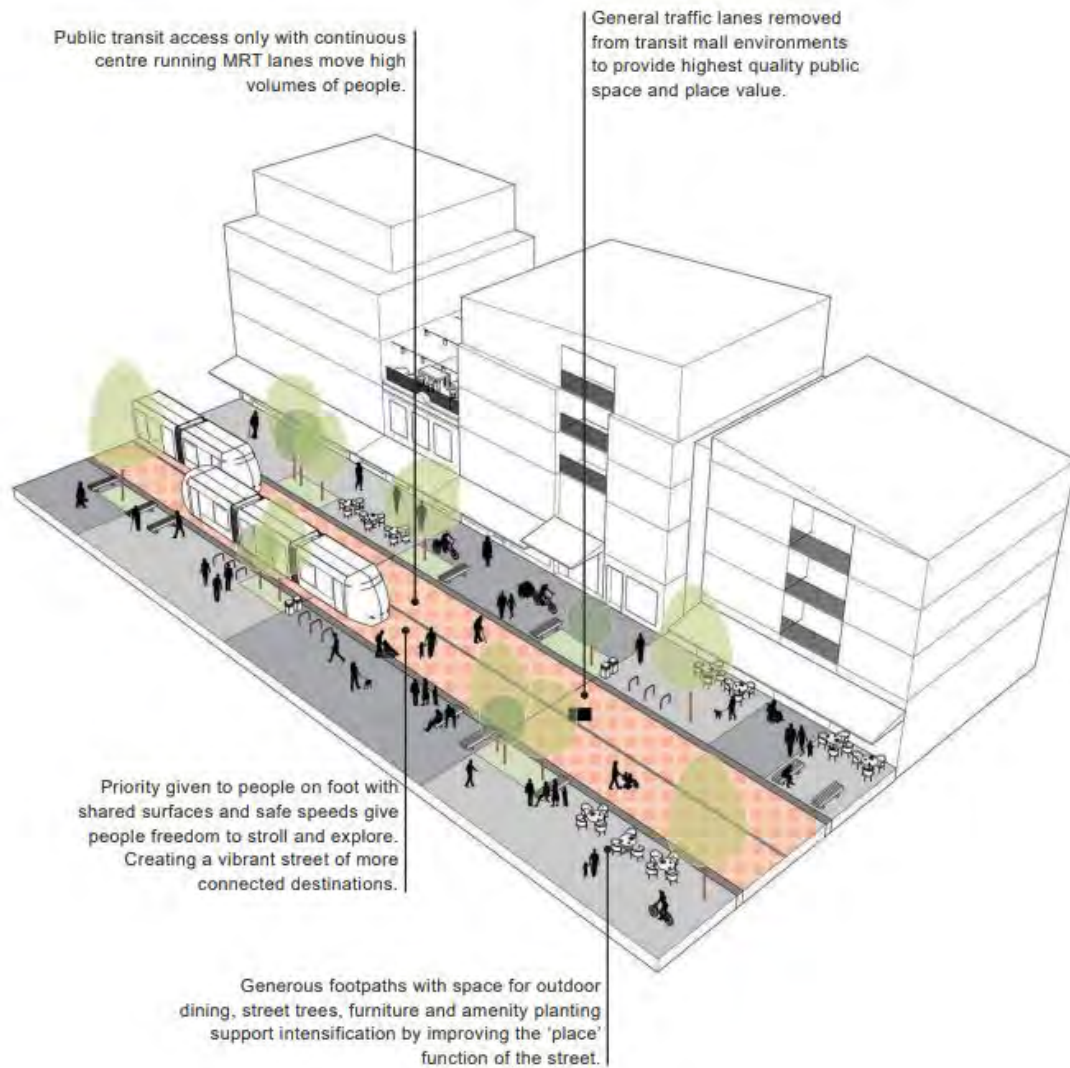
Wider streets along parts of the route would provide opportunities for green spaces, dedicated lanes for active travel and more generous footpaths.

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 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 Areas arising from technical evaluation

The Priority Areas identified through technical evaluation 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 exemplar projects that will reduce harm, encourage behaviour change or be a catalyst for private investment.

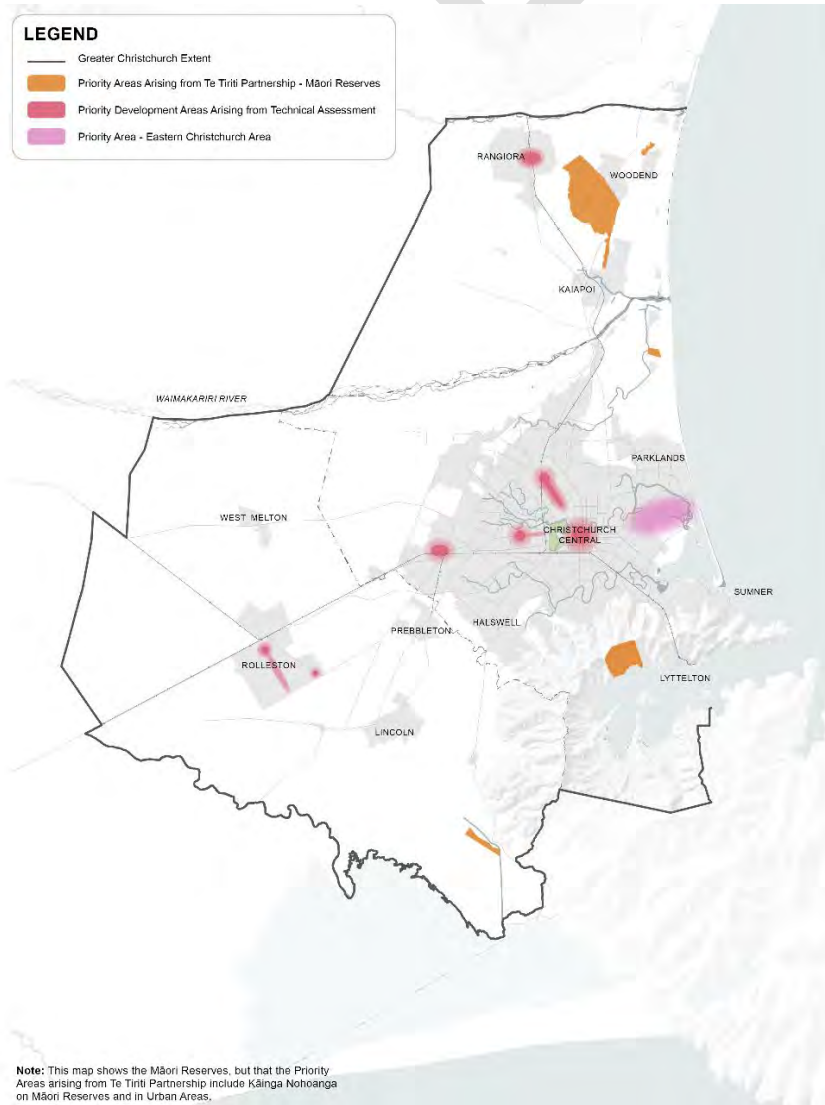
Priority Development Areas provide the opportunity to accelerate development in locations that will support the desired pattern of growth. Eastern Christchurch has also been identified as a Priority Area, rather than a Priority Development Area, to recognise the need for a partnership approach to support 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 Areas arising from technical evaluation	
	Priority Development Areas	Priority Area
Kāinga nohoanga on Māori Reserves and within urban areas	Rangiora Town Centre and surrounds	
	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 principles:

- **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.

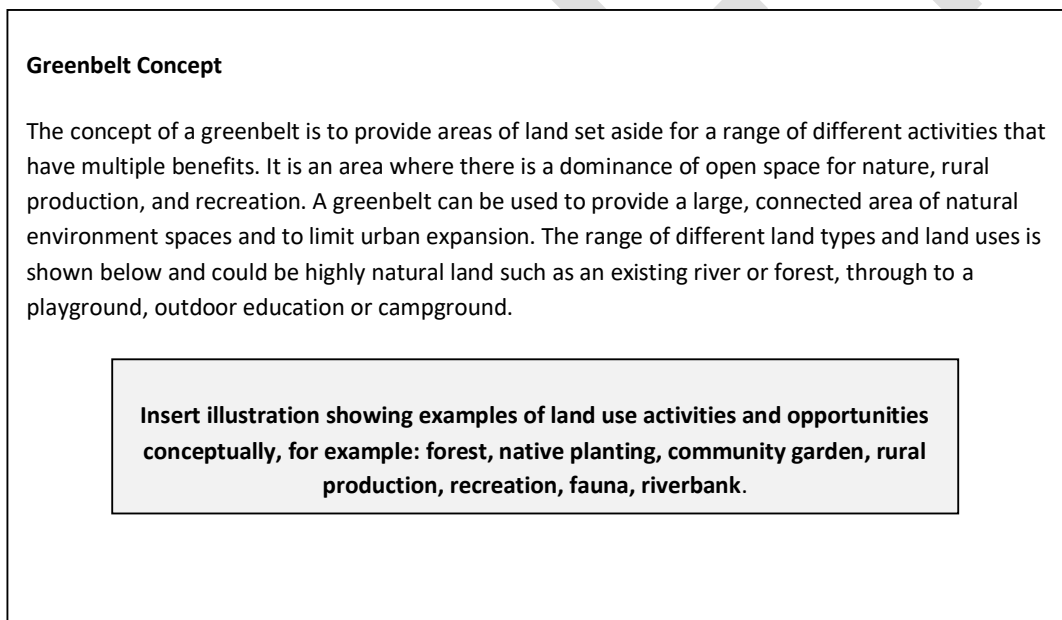
Greater Christchurch blue-green network strategy

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

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.

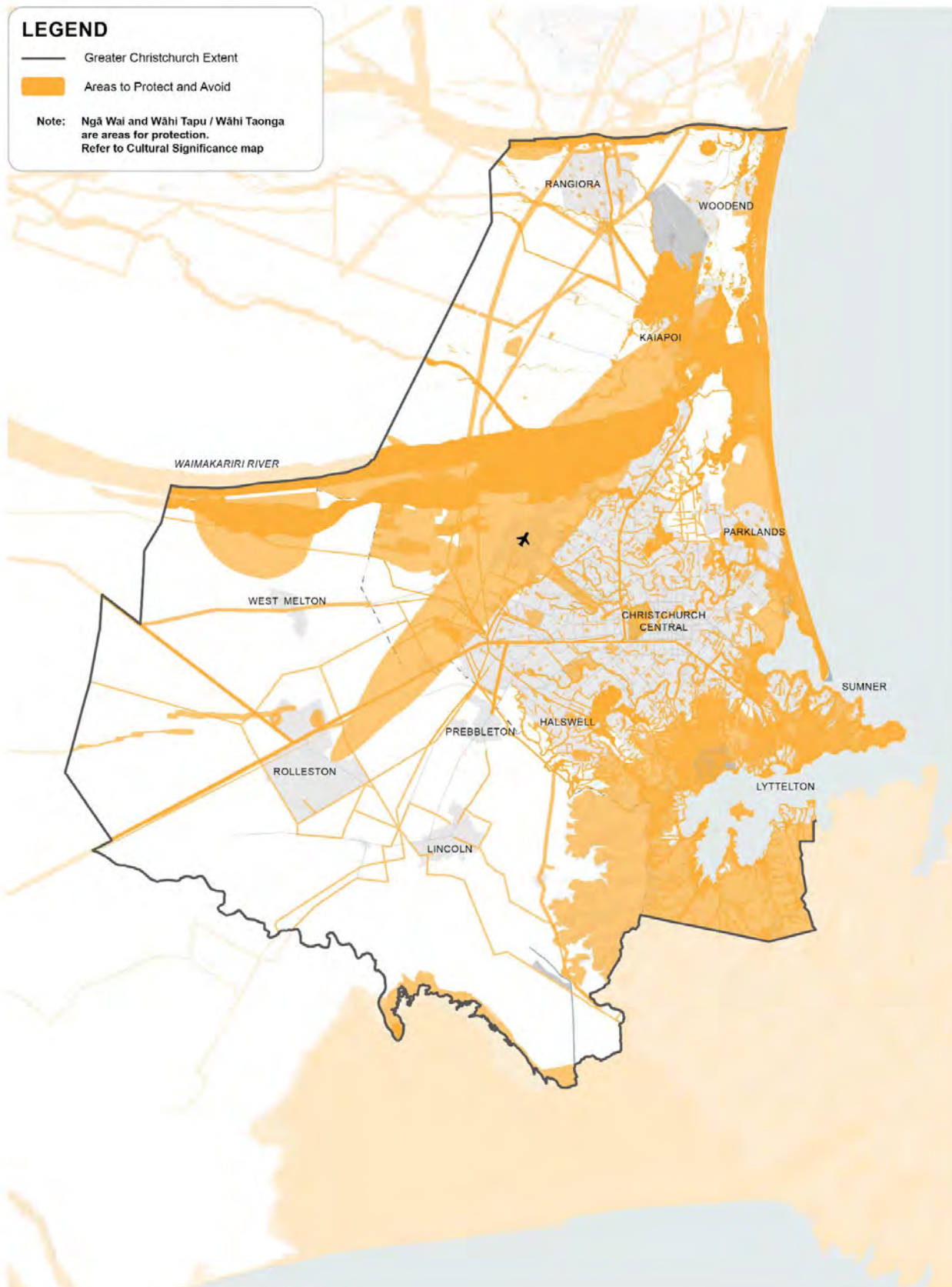
Areas to protect	Areas to avoid
<ul style="list-style-type: none"> • Sites and areas of significance to Māori • Environmental areas and features • Groundwater protection zone • Highly productive land • Strategic infrastructure 	<ul style="list-style-type: none"> • Areas vulnerable to a high risk of flooding • 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 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 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, 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



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.

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 urban development over Wāhi Tapu
- 1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai

Direction

1.1 Avoid urban development over Wāhi Tapu

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

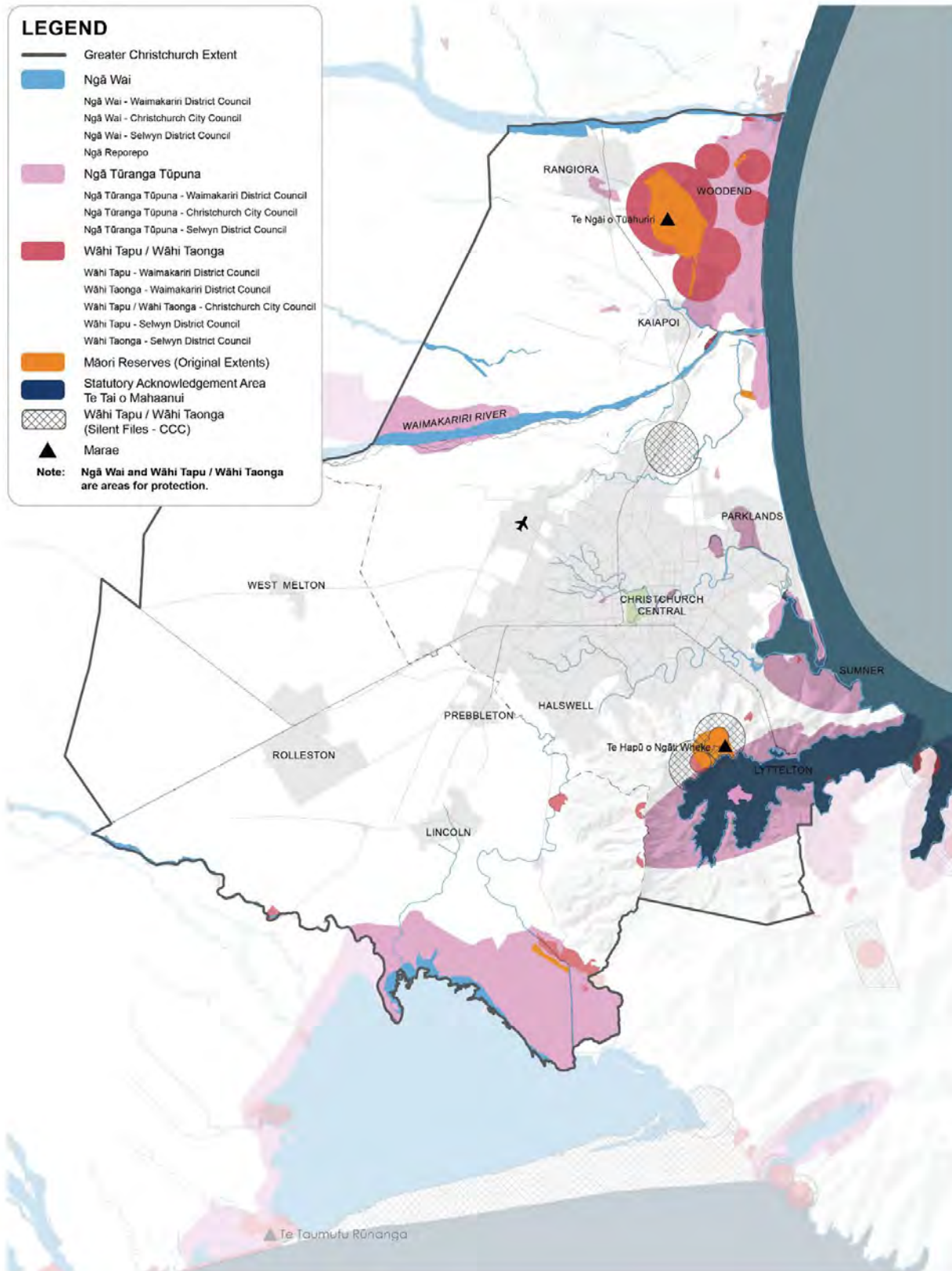
Ngā Tūranga Tūpuna are broader landscapes within which there are concentrations of a range of culturally significant sites. The maintenance of the integrity of these environments is an important outcome.

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.

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.

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, 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 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 constraints (see *Map 8*).

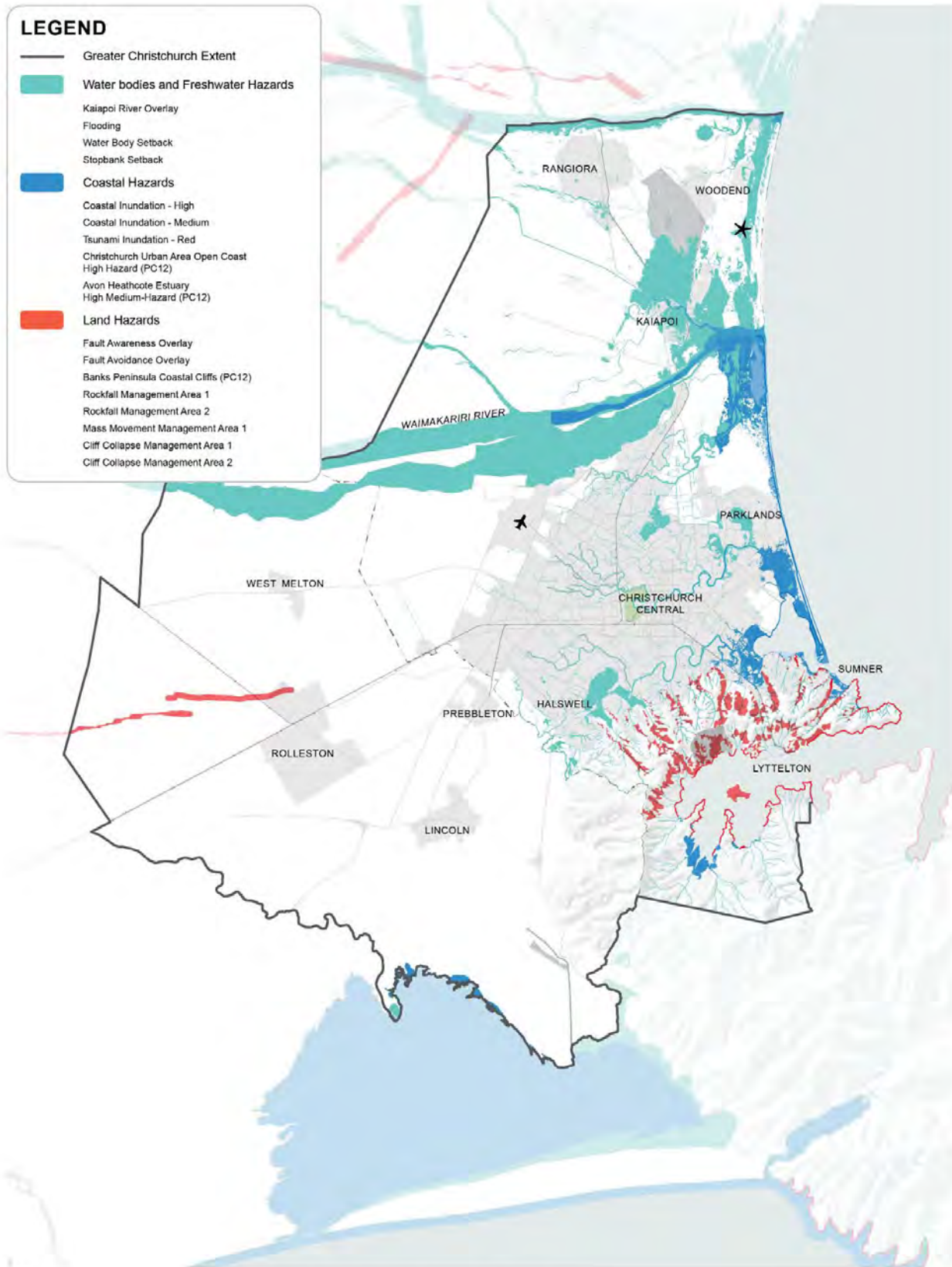
2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards

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
- 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
- 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

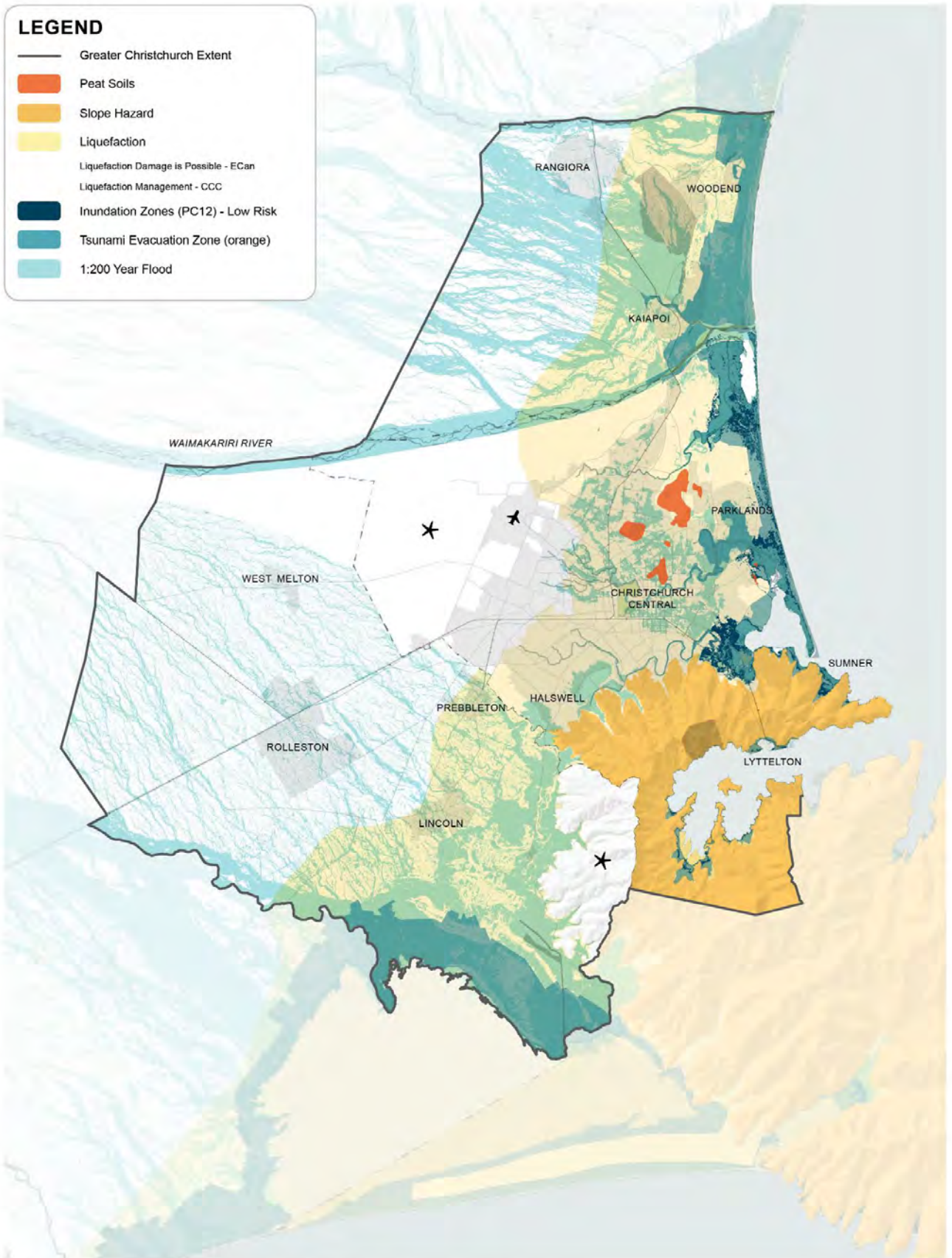


NTS



This map is based on the existing information and Geographic Information System (GIS) data from the four partner Councils. For some constraints, mapping data is unavailable, incomplete, or reliant on emerging policy with legal effect. Refer to the Technical Report for limitations and further information.

Map 8: Areas subject to negotiable natural hazard risks



NTS

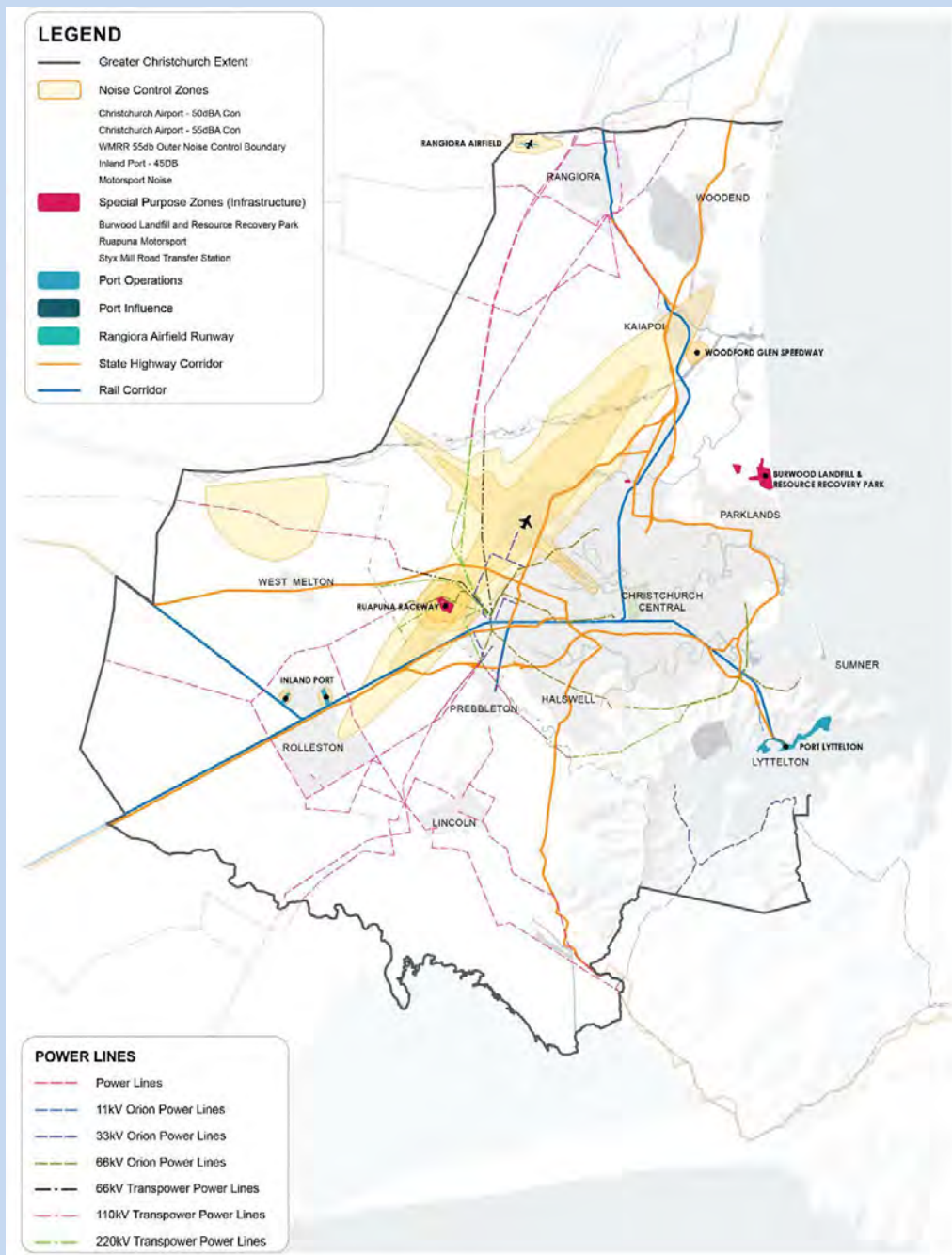


This map is based on the existing information and Geographic Information System (GIS) data from the four partner Councils. For some constraints, mapping data is unavailable, incomplete, or reliant on emerging policy with legal effect. Refer to the Technical Report for limitations and further information.

Protecting strategic infrastructure

Urban development should be avoided 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, and the electricity transmission network (see Map 9).

Map 9: Strategic infrastructure



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.

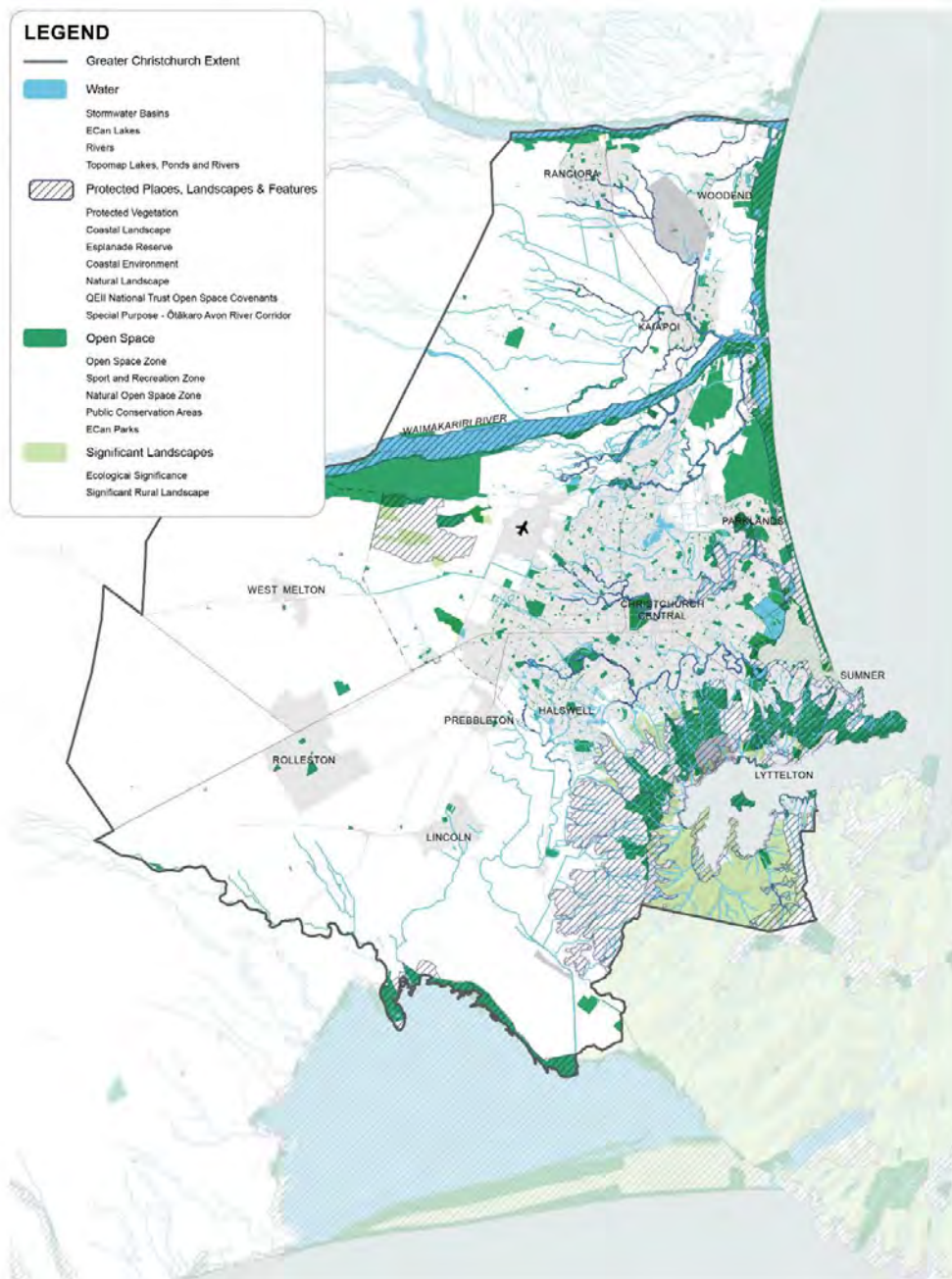
Context

- 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 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 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 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 is a priority for the city region.

Taking an integrated, catchment-based approach will support a higher quality water environment in Greater Christchurch. 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.

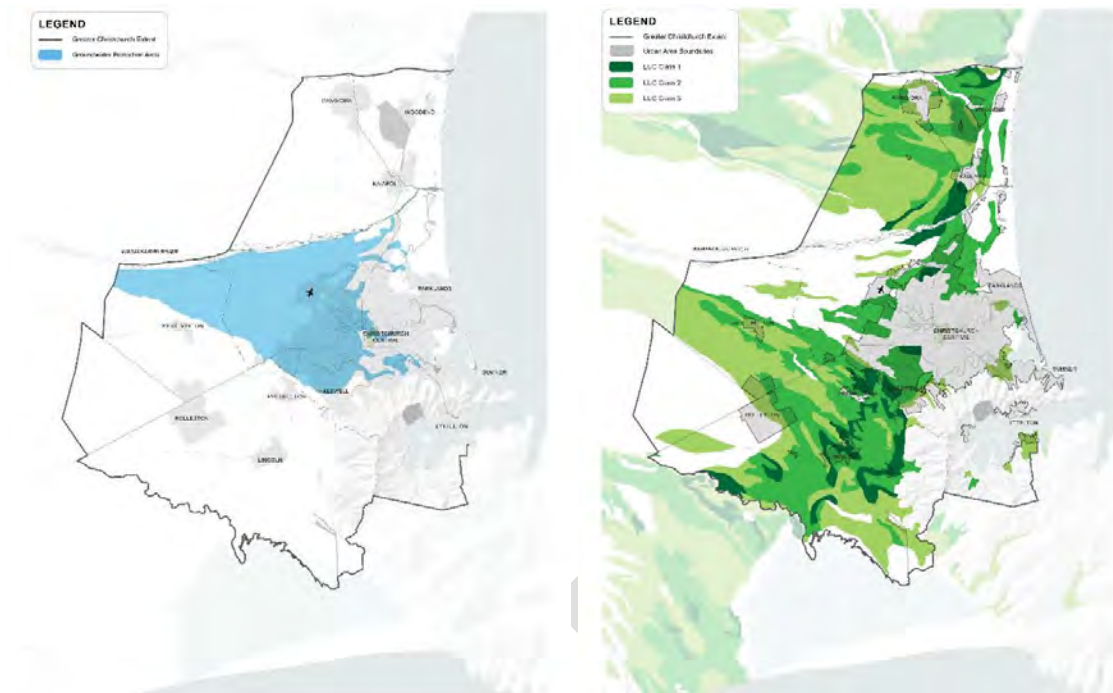
3.3 Enhance and expand the network of green spaces

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 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.

Map 11: Groundwater protection zone / Map 12: Highly productive 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 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.

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 between urban and rural areas. A green belt around Greater Christchurch’s urban areas could 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 will be undertaken as part of the development of a blue-green network strategy.

Part 2 – An urban form for people and business

Opportunity 4: Enable diverse 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 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 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, 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 sufficient development capacity is provided or planned for to meet demand

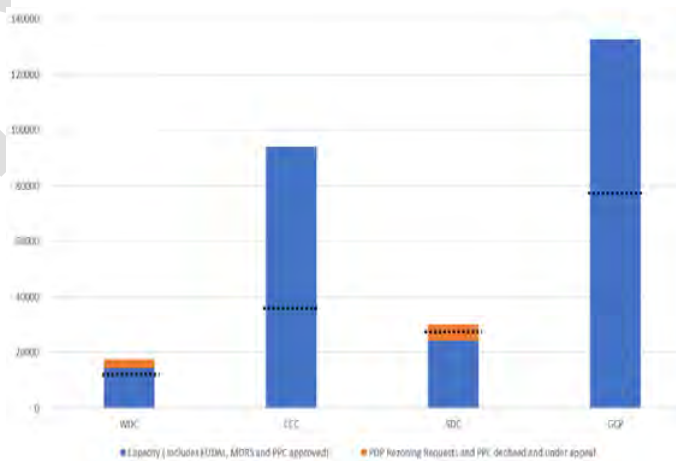
Meeting the projected demand for housing over the next 30 years is not a major issue for Greater Christchurch. This is particularly with additional greenfield areas being recently rezoned through private plan changes, and further intensification enabled across the city region as required by the National 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 (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
Total	111,500	132,550	29,750	78,100	+81,750	+54,450

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 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, locations for development to provide additional capacity should align with the direction in the Spatial Plan and desired pattern of growth.

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 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 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

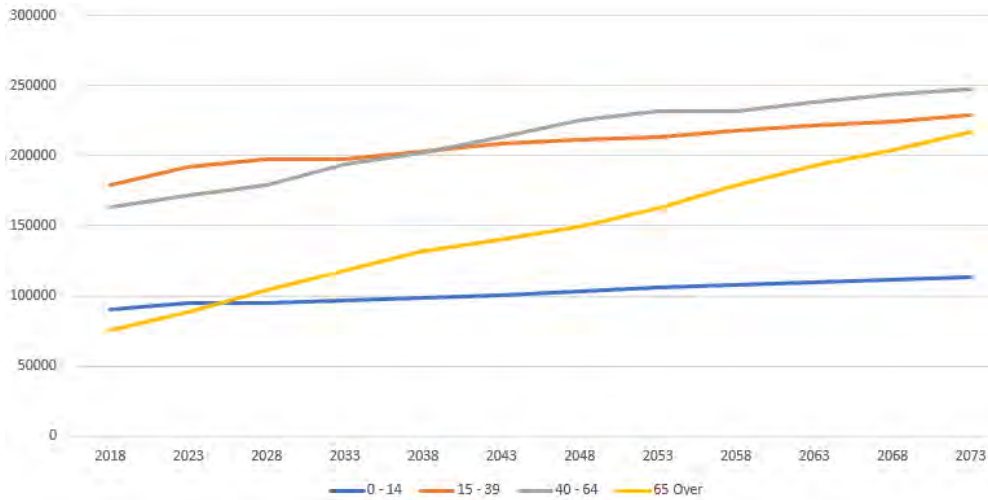
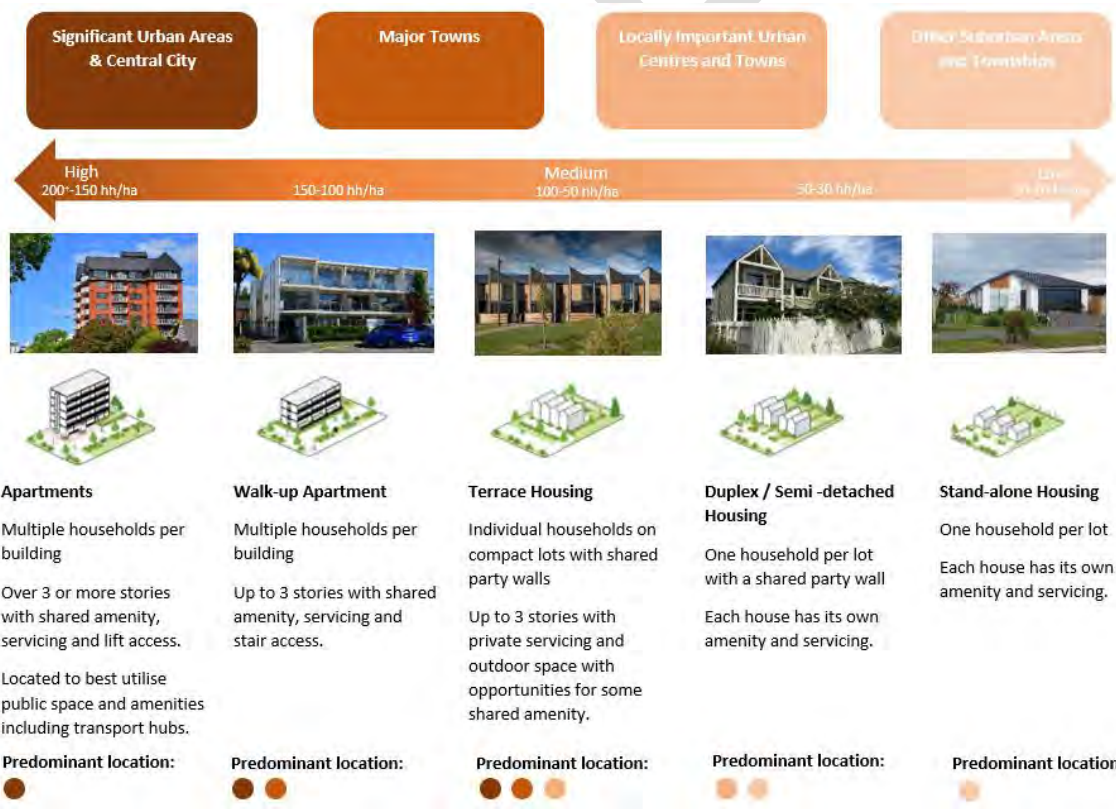


Figure 11: Housing typologies by density



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 will be further addressed through the development of a joint social and affordable housing action plan, and through the key moves detailed earlier in the 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 be:

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.

4.5 Deliver thriving neighbourhoods with quality developments 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 enable safe and

equitable access for all; have high quality and safe open spaces, green spaces and public realm; and provide choice for social and affordable housing.

Vibrant communities with access to services

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, 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.

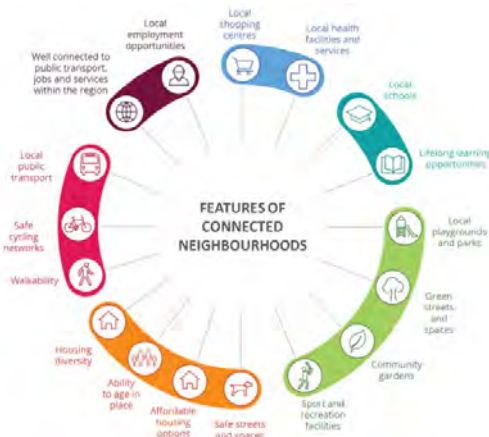
It is important to have neighbourhood meeting places, and community facilities and services, that support the needs of individuals and whānau. Such facilities and services also need to keep up with growth and adapt to the particular needs of each community.

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.

, their access to facilities and services, their lifestyles and their ability to develop strong social networks.

Figure 12: Features of connected neighbourhoods



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.

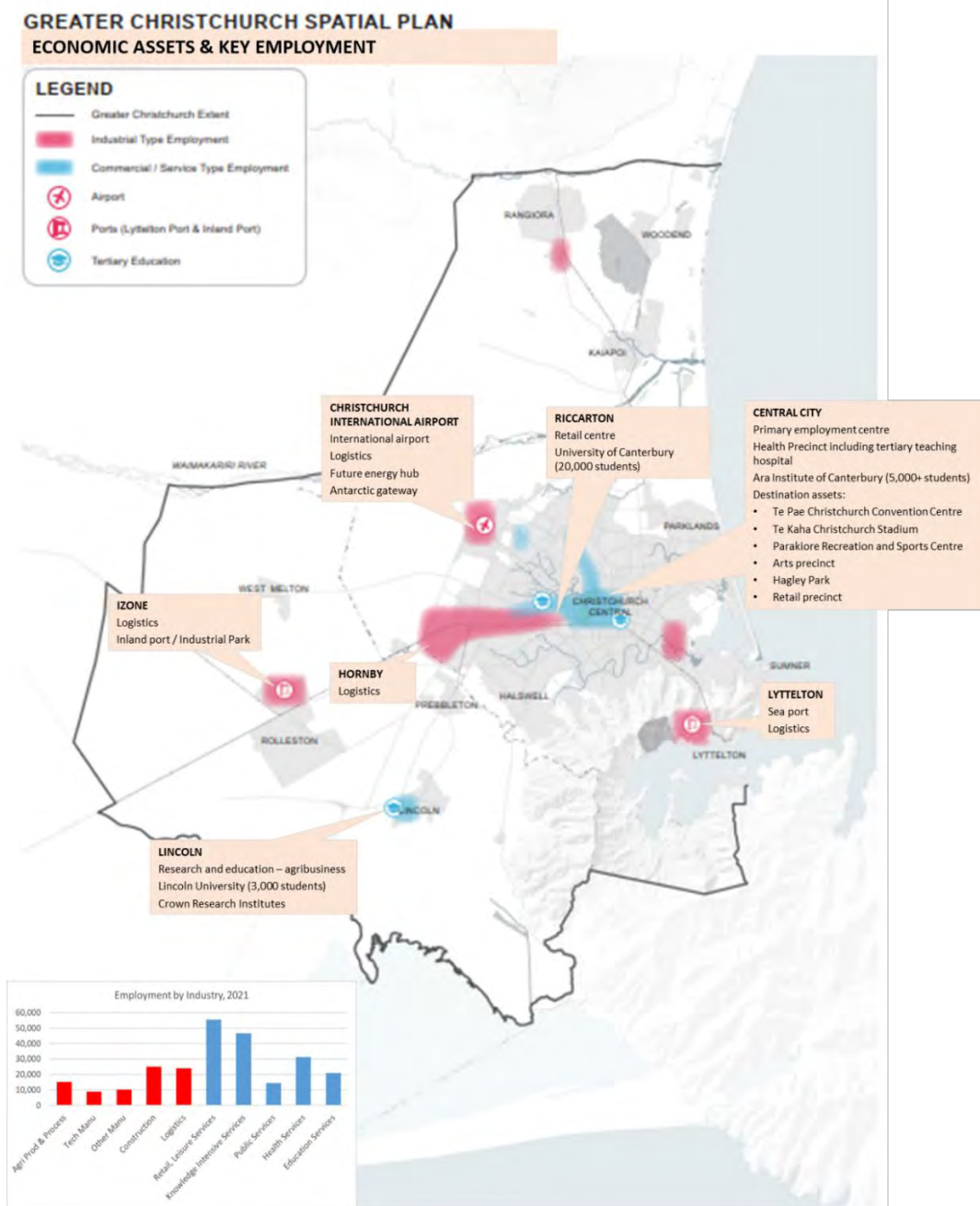
Context

- 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 research campus in 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.

Direction

- 4.1 Sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network
- 4.2 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
- 4.3 Provision of strategic infrastructure that is resilient, efficient and meets the needs of a modern society and economy

Map 13: Key employment areas and economic assets



Much of Greater Christchurch's employment is spread across the services, production, construction and logistics sectors. The majority of its services (e.g. public services, business services and retail) are in Christchurch's Central City, and other urban and town centres. Industrial activity is concentrated around major transport hubs, such as the airport, sea port and inland port at Rolleston; and along key freight routes, such as in Hornby, Bromley and along the southern industrial spine.

Leveraging the opportunities of key economic assets for business innovation, commercialisation and growth is important for increasing quality employment opportunities in Greater Christchurch.

Direction

5.1 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.

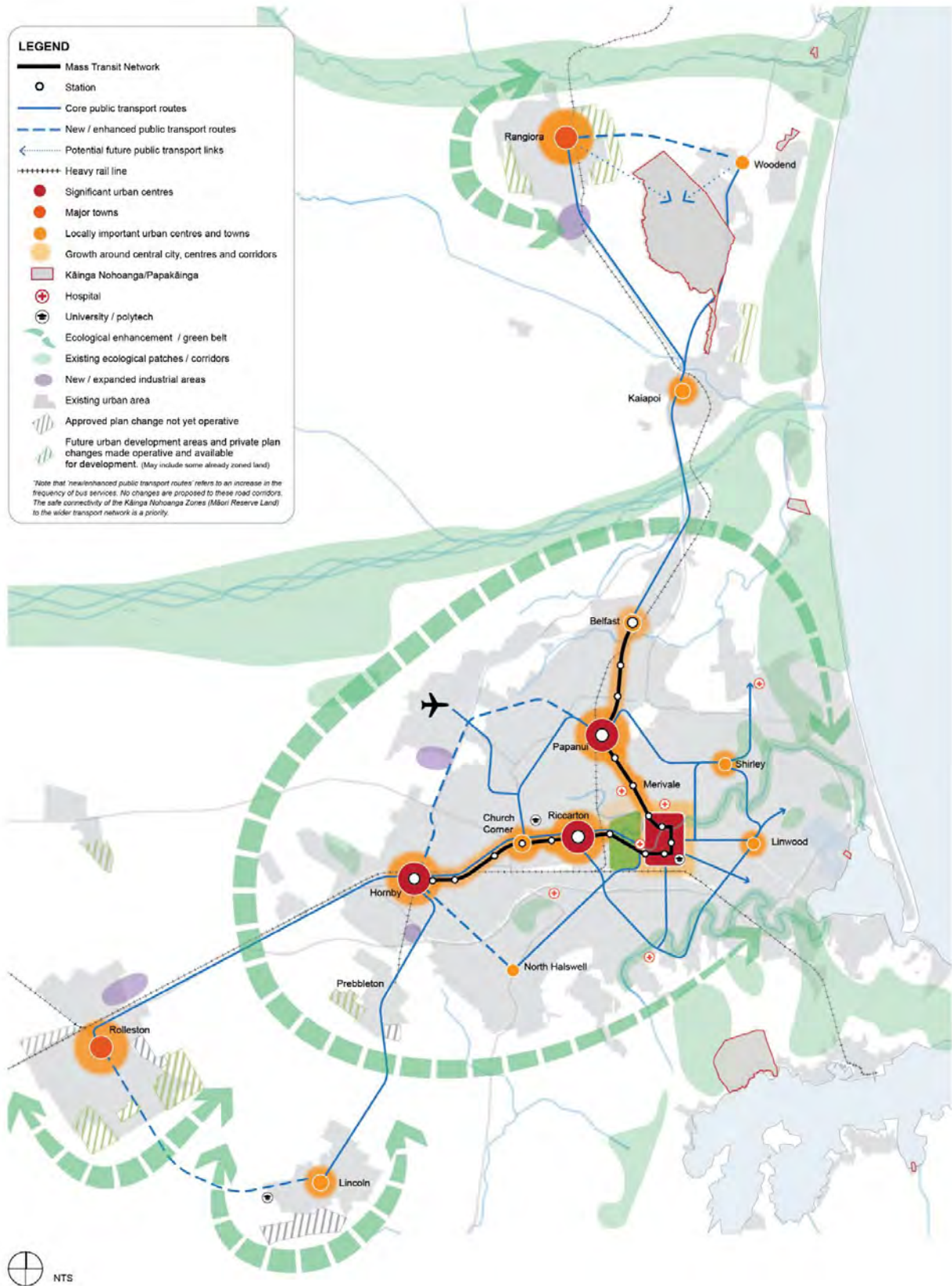
Table 3: Sufficiency of industrial land to meet projected demand (2022 – 2052)

	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
<i>Total</i>	1,073ha	1,190ha	198ha	545ha	874ha	645ha

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 (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
Selwyn	19ha	30ha	18ha	50ha	1ha	-20ha
<i>Total</i>	157ha	195ha	115ha	294ha	42ha	-99ha

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 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 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.
- 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.

Part 3 – Connecting people and places

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

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.

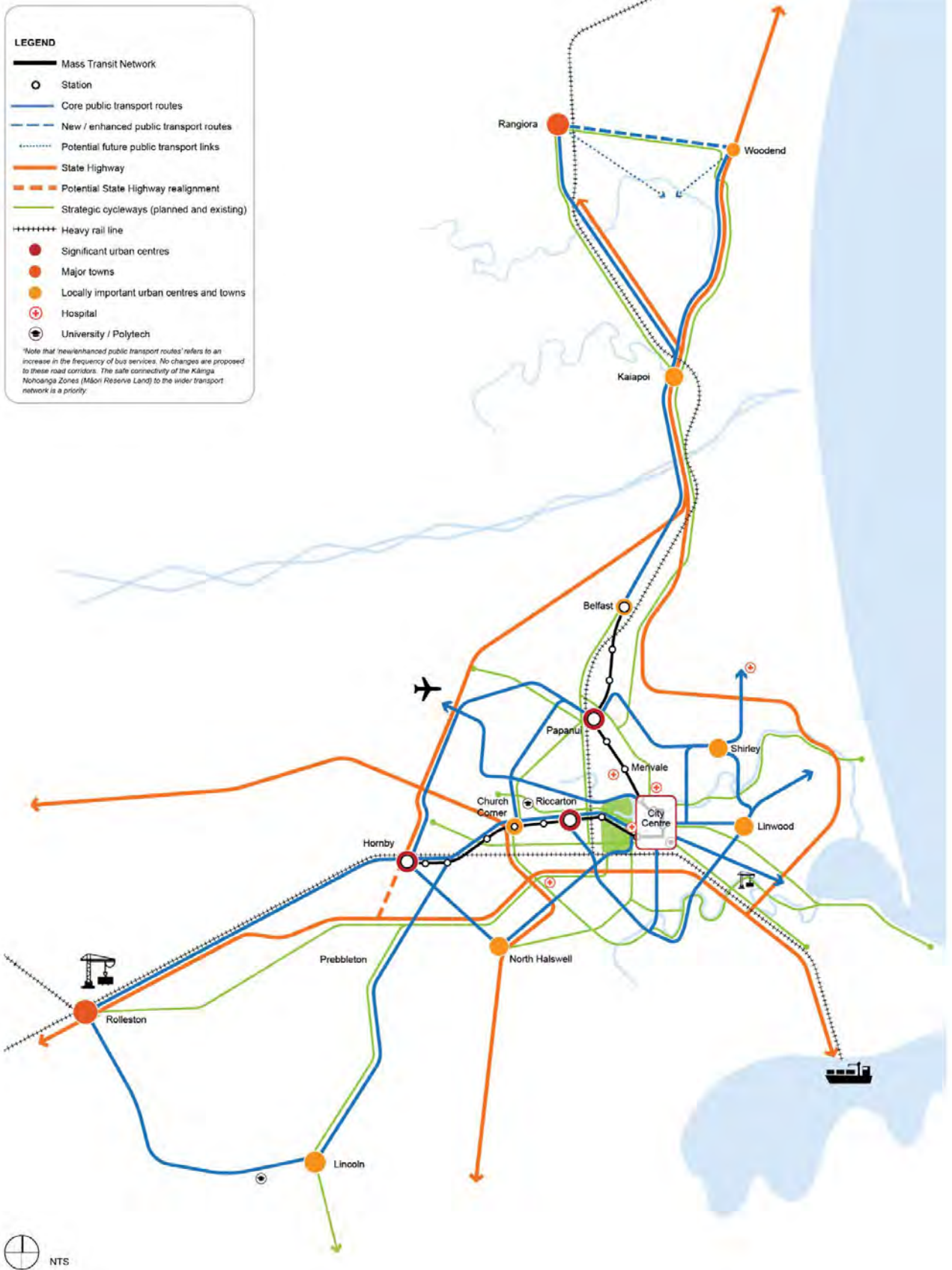
Context

- 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.

Implementation

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 Komiti 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.

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, 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 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, 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 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 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 Whakawhanake Kāinga Komiti.

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.

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
Partnership**

Te Tira Tū Tahi
One Group, Standing Together

Greater Christchurch Housing Development Capacity Assessment

March 2023

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Definitions and Abbreviations

The following table defines commonly used terms, acronyms, and abbreviations in this document.

Term	Definition
BDM	Build Development Model
CCC	Christchurch City Council
Development Capacity	As defined in the NPS-UD, means: the capacity of land to be developed for housing or for business use, based on: <ol style="list-style-type: none"> the zoning, objectives, policies, rules and overlays that apply in the relevant proposed and operative RMA planning documents; and the provision of adequate development infrastructure to support the development of the land for housing or business use.
FDS	Future Development Strategy
Feasible or Feasibility	As defined in the NPS-UD, means: <ol style="list-style-type: none"> for the short term or medium term, commercially viable to a developer based on the current relationship between costs and revenue. for the long term, commercially viable to a developer based on the current relationship between costs and revenue, or on any reasonable adjustment to that relationship.
FUDA	Future Urban Development Areas identified through Our Space
GC	Greater Christchurch
GCP	Greater Christchurch Partnership
GIS	Geographical Information System
HCA	Housing Capacity Assessment
LDM	Land development Model
LTP	Long Term Plan
MBIE/MfE feasibility tool	Refers to the feasibility tool provided in excel format to the Greater Christchurch Partnership. The reference may be to part of the tool, indicated as (land development) or (building development).
NPS-HPL	National Policy Statement on Highly Productive Land 2022
NPS-UD	National Policy Statement on Urban Development 2020
QV	Quotable Value
RMA-EHS	Resource Management Act (Enabling Housing Supply and Other Matters) Amendment Act 2021
RV	Rateable value, as recorded by Councils for rating purposes.
SA2	Stats NZ's Statistical Area 2
SDC	Selwyn District Council
TA	Territorial Authority
UDS	Urban Development Strategy
WDC	Waimakariri District Council

2. Executive Summary

The National Policy Statement on Urban Development 2020 (NPS-UD) requires tier 1 local authorities, every three years¹, to provide at least sufficient development capacity in their region or district to meet expected demand for housing: (a) in existing and new urban areas; (b) for both standalone and attached dwellings; and (c) in the short, medium, and long term. The relevant sections of the NPS-UD are found in Appendix 1: NPS-UD . Christchurch is defined as a Tier 1 urban environment and includes the local authorities of Canterbury Regional Council, Christchurch City Council, Selwyn District Council, and Waimakariri District Council.

The Greater Christchurch Partnership has worked collaboratively since 2003 to manage growth in the Greater Christchurch area. The existing settlement pattern was first outlined in the Greater Christchurch Urban Development Strategy (UDS), implemented under Chapter 6 to the Canterbury Regional Policy Statement and District Plans. An update to the settlement pattern was undertaken in 2019 to manage growth within the 2018-2048 period and to address the policy requirements of the National Policy Statement for Urban Development Capacity, including the first Housing Capacity Assessment (HCA) in 2018.

The 2021 HCA included an assessment of expected urban housing demand to 2051 for Christchurch, Selwyn and Waimakariri, and the sufficiency of development capacity. It builds upon the 2018 Housing Capacity Assessment undertaken under the previous National Policy Statement on Urban Development Capacity (NPS-UDC) and responds to key changes in the policy requirements between the NPS-UDC and NPS-UD (refer to Appendix 1: NPS-UD Objectives and Policies). This 2023 HCA update provides new capacity figures based on the TA's responses to the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (EHS Act) and adds more detail with typology while continually improving monitoring and integration.

The assessment findings are based on the best available information and models at that point in time. For expected demand, this is based principally on Statistics New Zealand's population estimates and projections and the associated assumptions. Expected demand is sensitive to changes in international migration assumptions, particularly for calculating the long-term sufficiency. An increase or decrease in this assumption will impact the sufficiency numbers for Greater Christchurch in the long term. In this respect it's important to note this uncertainty over a longer time frame with regard to being absolute on what long term sufficiency might be. The numbers provided in this report are based on an agreed scenario and they are framed by the assumptions outlined in the report.

In terms of supply, the assessment utilises Council's respective growth and land development models, and feasibility models (developed from the MBIE/MfE Feasibility Tool). Any figures presented within this assessment should be treated with some caution because factors that influence housing demand and supply, such as population growth, government policy, economic conditions, or the ability to achieve commercially attractive returns on development, may change significantly over the next thirty years. Further, it is too early to understand the potential change created by the EHS Act. While plan-enabled capacity has ballooned, the meaningful impact on feasible capacity will be felt over time as the type of development delivered becomes more intense.

Key demand trends for Greater Christchurch include:

- a growing population from 536,500 in 2022 to 708,840 in 2052, an increase of 172,340 people;
- the number of households increasing by 79,088; and
- a changing typology profile reflecting the demographics changing, an aging population resulting in strong growth in the number of 'couple only' and one person households.

This assessment will also be used to help inform work on the Greater Christchurch Spatial Plan (which will comply with the requirements for a Future Development Strategy under the NPS-UD). The Spatial Plan will consider this scenario alongside other scenarios to determine the preferred direction where and how the area should grow and develop into the future and help address long term capacity shortfalls.

¹ In time to inform the development of council long-term plans.

3. Sufficiency

The sufficiency shown here is for the urban environment of Greater Christchurch. This includes Christchurch City and the surrounding towns of Rangiora, Kaiapoi, Woodend, Rolleston, Lincoln, Prebbleton, and West Melton.

Key assumptions are:

- Capacity proposed through EHS Act variations and plan changes proceeds;
- For the towns, densities within greenfield areas are similar to what is occurring now, whereas intensification areas are higher.
- Intensification is most likely to occur where there is older housing stock, in and around town centres and close to Public Transport routes.
- Intensification will not occur in the short to medium term in areas with newer housing stock.

3.1. Short & Medium-Term Urban Capacity Sufficiency

At a Greater Christchurch level, there is likely to be sufficient capacity based on the current assumptions across all the TAs to meet medium-term demand (see Table 1).

Table 1: Urban Housing Sufficiency within TAs in the Short & Medium Term (2022 – 2032)

Area	Feasible Capacity	Demand with Margin	Surplus / Shortfall
Waimakariri	5,950	5,600	+350
Christchurch	94,000	14,150	+79,850
Selwyn	11,550	10,000	+1,550
Total	111,500	29,750	+81,750

**Rounded to the nearest 50*

3.2. Short, Medium, & Long-Term Urban Capacity Sufficiency

Over the long-term (next 30 years) there is likely to be sufficient capacity based on the current assumptions across the TAs to meet demand. At a District level however, there is a shortfall within Selwyn over the long term of around 3250.

Table 2: Urban Housing Sufficiency within GCP in the Short, Medium, & Long Term (2022 – 2052)

Area	Feasible Capacity	Demand with Margin	Surplus / Shortfall
Waimakariri	14,450	13,250	+1,200
Christchurch	94,000	37,500	+56,500
Selwyn	24,100	27,350	-3,250
Total	132,550	78,100	+54,450

**Rounded to the nearest 50*

3.2.1. Response to Shortfall

In response to the identified shortfall in Selwyn, the Future Development Strategy will need to indicate broad locations to where this long-term demand will be met. The response to this shortfall will be through exploring improving the feasibility of intensification, especially around centres and PT routes and increasing minimum densities (for example, an increase from 15hh/ha to 16hh/ha would meet that shortfall). These areas will be part of any Priority Development Areas identified through the Greater Christchurch Spatial Plan.

4. Housing Bottom Lines

Following the capacity assessment, local authorities must insert housing bottom lines into their relevant plans. The bottom lines should clearly state ‘the expected housing demand plus the appropriate competitiveness margin in the region and each constituent district’². The regional council inserts the housing bottom line for the urban environment into its regional policy statement, while the territorial authorities insert the attributed proportion into their district plans.

The urban environment, as agreed by the Greater Christchurch partnership, is the Greater Christchurch Boundary. However, this assessment has considered all main urban areas within the TAs not just the ones within the Greater Christchurch boundary. This is to inform the spatial plan work, recognising the growing size and influence of towns around the boundary of Greater Christchurch.

The townships included in this information are for Waimakariri – Rangiora, Kaiapoi, and Woodend; and for Selwyn – Rolleston, Lincoln, Prebbleton, and West Melton.

Therefore, the Housing Bottom Lines to be inserted into the relevant plans are outlined below.

Table 3: Housing Bottom Lines

Area	Short-Medium Term	Long Term	Total
Waimakariri	5,600	7,650	13,250
Christchurch	14,150	23,350	37,500
Selwyn	10,000	17,350	27,350
Greater Christchurch	29,750	48,350	78,100

² NPS-UD 3.6 (1)

5. Demand Analysis

This section identifies two key demand issues from Section 7, especially Section 7.3, and establishes what opportunities there are under the NPS-UD to improve affordability and deliver well-functioning urban environments across Greater Christchurch.

5.1. Key Assumptions

The following are the key assumptions located throughout the report when assessing demand:

- Stats NZ international migration assumptions. The Stats NZ projections assumes change in migration, both into the country (international) and throughout the country (internal). These are outlined in Section 7.4.1. It is important to consider that migration rates vary and are influenced by international factors. Changes to migration policies or impacts of global events (e.g., pandemics) either constrain or enable more international migration.
- Stats NZ also project internal migration. This tracks movement between areas within New Zealand. This is harder to predict as people move for various reasons that change over time. People may be moving because of house prices or the availability of sections or a lifestyle decision. More work is needed to understand the full implication of this within Greater Christchurch.
- Stats NZ natural increase assumptions. The Stats NZ projections also assume a natural increase based on fertility and life expectancy. These are also outlined in Section 7.4.1. These can change though less volatile than migration.
- Household formation. The Stats NZ projections also assume types of household formation (e.g., family, single person, couple). A change in approach or living arrangements will also change the number of people per household and the demand for dwellings.

5.2. Responding to Long Term Housing Demand

A key challenge over the next 30 years is where and how 168,720 people and 77,100 households are to be accommodated within Greater Christchurch, while delivering a well-functioning urban environment that better meets the needs of current and future generations³. This will require the development sector and property market to shift from the greenfield model that is primarily occurring on the outskirts of Christchurch City and in the townships of Selwyn and Waimakariri districts to substantially more intensification around centres and strategic transport corridors.

The advice received from the development sector engagement (in Section 7.2) and the locational preferences and trade-offs (in Section 7.3.4) establish that the key demand drivers are location, land availability, cost and condition, land use zoning and consenting certainty. These development sector drivers are manifesting in the ongoing demand for standalone housing typologies on greenfield land across Greater Christchurch, but particularly Selwyn and Waimakariri districts (refer to Section 7.3 and Figure 16). In addition to the demand drivers, development sector market feasibility analysis and financial risk management practices have a direct influence on the quality and amount of higher density housing that is being brought to the market. This is because supply needs to meet demand to make land development economically viable. Consequently, most developers need to achieve an investment on return within a tight timeframe, so there is an inherent need to respond to short-term demand by providing housing that aligns with market demand. The development of alternative housing typologies to meet medium- or long-term needs represent an investment risk.

Planning decisions can enable increases in housing density, infill and intensification (as an alternative to the greenfield model) by: (a) investing in 'placemaking' to uplift land value and improve local amenity and services; (b) improving regulatory and consenting processes to provide certainty and reduce compliance costs; (c) funding models to improve infrastructure and transport networks to enable mode shift and improve accessibility; and (d) initiating exemplar developments to demonstrate that real and

³ As defined in NPS-UD Policy 1 well-functioning urban environments have or enable a variety of homes (to meet needs and enable Māori to express their cultural traditions and norms) and businesses, have good accessibility, support, and limit adverse impacts on the competitiveness of land and development markets, support reductions in greenhouse gas emissions and are resilient to the effects of climate change.

perceived risks can be reduced, while delivering a high quality product that is viable to develop. These initiatives can support a wider range of housing typologies across varying locations, while improving wellbeing and affordability across temporal scales.

The Greater Christchurch Spatial Plan will be a critical tool to correcting the current imbalance between what the development sector is delivering to meet short term market demand and what is required to better meet the medium- and long-term outcomes for a well-functioning urban environment as it is expressed in the NPS-UD. This is because it will provide direction on the long-term settlement pattern and decisions on critical changes to the transport network to enable a significant shift in travel modes. It will also include responses to natural hazard risk management and climate change and its implementation will be assisted through partnership arrangements with Mana Whenua, government agencies, the development sector and the community.

5.3. Responding to Decreasing Housing Affordability

Affordability issues are manifesting in Greater Christchurch (as illustrated in Section 7.3.1 and Table 20) as the gap between household incomes and the cost-of-living increases. The demand analysis (in Section 7.3.1) establishes that this is heavily influenced by Government fiscal policies, and to a lesser extent the release of land and increased consenting certainty that is influenced by Local Government. It also establishes that an aging population, falling home ownership rates, less secure employment, restricted access to welfare and the increasing cost of living are contributing to a significant increase in demand for affordable housing, including through social housing providers. This issue is highlighted by a 379% to 500% increase in the number of families being placed on the Public Housing Register across Greater Christchurch (refer to Section 7.3.2).

There is an opportunity for Kāinga Ora and other housing, infrastructure, and services providers to develop and regenerate locations that aren't as attractive to the land development sector due to lower land values, accessibility, neighbourhood character, public perceptions, or schooling options. This response will require partnerships and Government investment to increase the availability of social housing across Greater Christchurch. The Greater Christchurch Partnership also has a role to play by supporting social housing providers through the provision of new and improved infrastructure, transport networks, investing in 'placemaking', streamlining consenting pathways developing and implementing the Greater Christchurch Spatial Plan.

6. Capacity Analysis

This section identifies two key capacity and supply issues from Sections 7.5 and establishes what opportunities there are under the NPS-UD to improve affordability and deliver well-functioning urban environments across Greater Christchurch.

6.1. Key Assumptions

The following are the key assumptions located throughout the report when assessing demand:

- House values and prices. To assess long-term feasibility, assumptions around house values and sales prices are required. This assumes no changes to policy direction relating to borrowing or taxation.
- Land Use zonings. The potential yield is based on the enabled capacity within the related district plans. As these change, capacity will change.
- Densities. The level of growth expected is largely based on recent development. Large drastic changes (e.g., no standalone dwellings built) to what is built is not modelled. This is impacted by the cost of development and could be impacted by changes in the taxation or council or insurance costs.
- Reforms. The full impact of regulatory changes is yet to be realised. The assumption is that capacity matches the capacity proposed through each council's response to RMA-EHS. This will change through the process.

6.2. Regulatory Changes and Reforms

Significant changes in the regulatory framework through the enactment of the NPS-UD, NPS-HPL and RMA-EHS are influencing decisions on housing capacity. These national directions will assist to achieve longer term capacity outcomes by enabling urban consolidation through well-functioning urban environments, protecting highly productive land and responding to the effects of climate change. The NPS-UD provides a strong directive for planning decisions to be responsive to demand and to actively enable supply to promote competitive housing markets, support well-functioning urban environments and improve affordability. The NPS-HPL balances the enabling directions of the NPS-UD by prioritising the need to avoid the rezoning and development of highly productive land for urban activities. This includes requiring cost benefit analysis to be undertaken and for the viability of alternative methods to increase housing land supply to be evaluated.

There is uncertainty regarding whether the policy initiatives to give effect to the RMA-EHS will assist in delivering medium- and long-term housing needs i.e., 1- and 2-bedroom multi-level units rather than 2 to 3 storey town houses and 3-to-4-bedroom single level standalone homes (refer to Sections 7.4). The development sector engagement establishes that physical constraints, development costs (building up costs more) and land value (removing existing homes and conglomerating land is more economically viable where the value of the land is high) limit the viability of recently subdivided greenfield sections being intensified. The mandatory district plan changes required to give effect to the RMA-EHS will provide a pathway to enable existing residential and business properties within established centres and neighbourhoods to be infilled, intensified, and redeveloped. It is less clear what level of intensification may occur where, or to quantify the impact this may have on infrastructure, transport networks and the character of neighbourhoods across the sub-region.

As currently drafted, the Strategic Planning Bill places a stronger statutory weight on Regional Spatial Plans to achieve longer term outcomes and capacity needs within well-functioning urban environments. The Government has also signalled that the National Planning Framework will include environmental bottom lines, which may include baseline carbon emissions and minimum targeted reductions. This would provide an important basis for quantifying the impacts of different housing and business typologies to meet people's needs, the funding and provision of infrastructure (including investment in the transport network and public transport facilities), effects on the environment based on locational context and the influence property market trade-offs and preferences are having on intergenerational wellbeing. The recent weather cycle that contributed to significant rainfall events, and the devastating damage and loss of life caused by Cyclone Gabriel, across the North Island in the 2023, emphasised

the need for planning decisions to take appropriate account of natural hazard risk and the ongoing impacts climate change will have on the environments contained within the Greater Christchurch area.

The Greater Christchurch Spatial Plan, and the implementation actions associated with it, will play a critical role in providing plan enabled housing capacity across the sub-region and balancing this against other critical outcomes and bottom lines as the resource management system transitions from the RMA to the new regime.

6.3. Housing Supply and Responsiveness to Price and Interest Rates

Elements of the property sector respond to prices and other monetary changes differently. It is important to understand how the centralised management of the Aotearoa economy influences capacity and affordability in Greater Christchurch's housing market. The Reserve Bank released analytical notes⁴ on how housing supply reacts to prices and monetary policy that listed the following key findings:

- Longer term financing costs, largely driven by long-term projected interest rates, are the key factor in house prices. These factors are influenced by global factors rather than domestic factors such as monetary policy. The impact of the longer-term financing costs are amplified when housing supply is less responsive to prices.
- Investment in housing has been driven by high returns that have been realised over the past 20 years, which has been underpinned by the ability to leverage capital and favourable taxation provisions. The Reserve Bank are expecting a correction in house prices in the future.
- House prices respond differently to changes in interest rates depending on the area. The Reserve Bank have identified variation in how territorial authorities have responded to housing supply. In general, they identify that areas where house prices have grown proportionately faster than housing supply are less responsive, and these areas are more susceptible to changes in interest rates. The Reserve Bank analysis indicates that the Selwyn and Waimakariri housing market has been less responsive than Christchurch City. However, this could suggest the impact of other factors not considered within the Reserve Bank analysis, such as the influence of the Canterbury Earthquakes, buyer preference, land availability and local property sector market feasibility and financial risk management practices.

An example of where the Reserve Bank has applied an economic lever was the recent increase in its benchmark interest rate to address increasing inflation. This response had a direct influence on bank loan interest rates, property values and loan deposit requirements that are contributing to a less buoyant housing market, which is evidenced by reduced building consent numbers and increases in the cost of living. Planning decisions have a lesser influence on how the 'boom' and 'bust' nature of the property sector plays out over time in comparison to government interventions, global externalities, and market changes. The Greater Christchurch Partnership can assist in reducing undersupply to alleviate pressure on the housing sector by ensuring that there are clear consenting pathways to assist plan enabled, and infrastructure ready land, that has been identified to meet demand to be developed within a timely manner to reduce residual costs. These actions are particularly important where there is increased cost of living and affordability pressures affecting society.

⁴ <https://www.rbnz.govt.nz/research/our-research-and-analysis/analytical-notes>

7. Background Work

7.1. Study Area

The study area is the extent of the Christchurch, Selwyn, and Waimakariri territorial authority boundaries. This has been expanded beyond the Greater Christchurch boundaries for this HCA on the grounds that:

- the areas of the three TAs outside of the Greater Christchurch boundary still require strategic planning and the TAs will have to do this work at some point;
- the indicative national legislation change is leading towards regional spatial plans and an expansion is a step towards a regional plan⁵; whilst still being achievable in the timeframe;
- expanding the scope recognises the inter-relationship of the housing market⁶; and
- travel time data from Stats NZ shows areas around Greater Christchurch (especially Darfield and Leeston) are operating as part of the wider functional urban area, (see classifications of a Stats NZ has Functional Urban Area Classification where at least 40% of workers commute to urban areas⁷ and Urban Accessibility Classification showing what areas have access to larger urban areas⁸).

Figure 1: Greater Christchurch boundary for the 2021 Housing Capacity Assessment



⁵ <https://environment.govt.nz/what-government-is-doing/key-initiatives/resource-management-system-reform/r/>

⁶ <https://www.motu.nz/assets/Documents/our-work/urban-and-regional/housing/Single-Housing-Market.pdf>

⁷ https://statsmaps.cloud.eaglegis.co.nz/portal/apps/Minimalist/index.html?appid=7bad0be7cfe949388f71cbc90b8916_ca

⁸ <https://www.stats.govt.nz/methods/urban-accessibility-methodology-and-classification>

7.2. Engagement

Policy 10 of the NPS-UD requires engagement with the development sector to identify significant opportunities for urban development. Implementation 3.21 states that councils must seek information and comment from (a) expert or experienced people in the development sector, and (c) anyone else who has information that may materially affect the calculation of the development capacity. The partner councils identified parties most actively involved in the development sector and significant landowners (e.g., that could develop over 20 or more dwellings) and asked these parties to undertake a market demand and intentions survey. Forty one developers, landowners and some involved in the real estate sector completed an online survey in late June/early July 2021. They responded to questions about their views on the demand and supply of land for residential and business development within the Greater Christchurch area, supply issues or barriers to development, and development intentions and possible timing for these. The low response rate to the survey means it is difficult to draw informed conclusions, however, there are some clear, common views expressed across the survey that reflect some elements of the development sector's interests and opinions. A more detailed summary and analysis of the responses is provided in a separate supporting report.

Residential development

- Key factors that drive residential developers' interest in development are demand for residential new builds, location (e.g. proximity to transport), the availability, cost and condition of land and zoning, and predictability of consenting processes.
- A wide range of areas were signalled of interest to respondents, across all three territorial authorities.
- Developers prefer to build standalone single and two storey dwellings, single and two storey multi-unit complexes, with smaller interest in other housing types. These preferences are driven primarily by high market demand.
- Key attributes that residential buyers look for in a property are house design (2-3 (or 4) bedrooms and layout), lifestyle factors (near the beach or park), streetscape, neighbourhood character and school zoning, section size and landscaping. Internal garage and other off-road parking, privacy and orientation to the sun, ease of heating and freehold title appeal.

Smaller homes and higher density living

- Developers anticipate increased demand for smaller-sized dwellings, and in single storey, easily accessible and elderly persons' housing. They expressed interest in higher density developments, preferring 3-4 storeys rather than higher. Financing higher density developments is an issue, along with consenting.
- Privacy, private outdoor space, natural light and house design, including internal garage are key considerations people look for in higher density developments. Lack of these features deter buyers, along with developments that are too high or seem crowded.

Greenfield development

- Developers reported having greenfield development underway or intending to start within the next 1-3 or 4-10 years. A small number said they intended selling within the next decade; only one indicated they did not intend doing anything with their greenfield land.
- Solid staging of greenfield residential developments is occurring at most phases of development over the next three years (from stage 1 – stage 5 developments).
- Difficulties with restrictive or complicated District Plan rules and regulatory processes were cited as barriers to development of greenfield land, with some mention also of infrastructure capacity and timing issues and difficulties developing some land.
- Standalone detached, single storey dwellings are the preferred housing type by developers as this is where they consider the market demand lies.
- A few respondents commented on the extent to which respective district plans enable greenfield development and made suggestions for how councils could better support it.

Other comments and responses

- A very small number of respondents were from the real estate sector – their views mirrored those of land owners and developers.
- Several respondents provided additional final comments on their perspectives of the overall development sector and issues they have experienced.

In addition to the survey, Christchurch City Council held interviews with the most prominent multi-unit developers. Two main questions asked were:

- Why are you choosing to develop in the areas you currently do and with your current typologies and;
- If the District Plan was not an impediment, where would you choose to develop, what would you like to build and why?

Whilst there were varied responses largely in response to their current development models, some consistent feedback included:

- Preferred location to develop was the central city and inner city suburbs and any area with good street appeal and close proximity to amenities.
- St Albans, Edgware, Spreydon, Papanui, Riccarton, Waltham, University surrounds, Merivale were the most commonly cited preferred areas to develop.
- Existing (large site sizes) were important as they enabled redevelopment without site amalgamation.
- The RMD zone (and zone provisions) were the most favoured locations by developers, in preference to the RSDT zone.
- Areas not seen as so desirable to develop, despite plan enablement were Hornby and Linwood.

In regard to housing typologies:

- Two to three storey townhouses remained the preferred typology, due to strong market demand and next comparative offer to the three-bedroom detached dwelling that can be acquired in suburban and greenfield developments for a similar price.
- General consensus was that the local market was not ready for apartment typologies due to lower land prices, the additional development costs of 4+ stories and low buyer demand.
- Buyers still demand private amenity space, freehold title and car parking spaces (other than for the investor client (where it was not so important)).

Also, Selwyn District Council met with developers throughout the district in early 2023. Their feedback was:

- There is a strong demand for stand-alone typologies, with a general trend to smaller sections and smaller dwelling footprints.
- General support for spatial plans to indicate the direction of further greenfield expansion.
- The scale of greenfield allows for greater outcomes and flexibility than brownfield.
- Disagreement on whether brownfield development in Selwyn will be an attractive option for developers or at least disagreement when in the future it could be.
- A larger number of developers are needed so that there is sufficient competition which can drive affordability.
- General agreement that the rezoning and consenting process is too slow, cumbersome, and drawn-out.
- There is a growing demand for retirement or lifestyle villages, which represents housing choice and a general trend observed of wanting to live closer to family since 2019.

The Waimakariri District Council also met with local developers in Early 2023. The feedback received was similar to as described above for Selwyn District Council. Additional points included the following:

- Neighbourhood centres are also important for local convenience and well-functioning urban environments (e.g. Arlington and Lilybrook local centres). Greenfield developments should include neighbourhood centres.
- Discovering that as they develop small sections and smaller street widths, on street parking is becoming problematic with larger vehicles, rubbish trucks, emergency vehicle etc having difficulty getting through. To date, public transport routes are not keeping pace with development and therefore making new neighbourhoods car dependant.
- More intensive development around PT/MRT routes could be attractive, but require certainty that this will happen.

7.3. Housing Market Factors

Section 3.23 of the NPS-UD seeks information regarding market indicators and how planning and infrastructure decisions impact affordability for different community groups. There is also a need for a specific focus on Māori housing demand. This section will provide analysis of house prices and tenure, affordability, social housing, Māori housing, locational preferences, national and international trends, migrant demand, household crowding, and demand for visitor accommodation.

7.3.1. Monitoring

The following information is available on the MHUD Urban Development dashboard⁹. The dashboard contains information around supply, prices, rents, volume, and land value as a ratio of capital value, however some of the information hasn't been updated in a few years.

Prices

This figure shows the 12-month rolling sales price. This does not consider size or quality of dwelling and is not adjusted for inflation. There is a steep increase over the last two years after around 5 years of almost stable pricing. The increase is seen across the country and reflects broader trends in monetary policy (low interest rates), and increased demand.

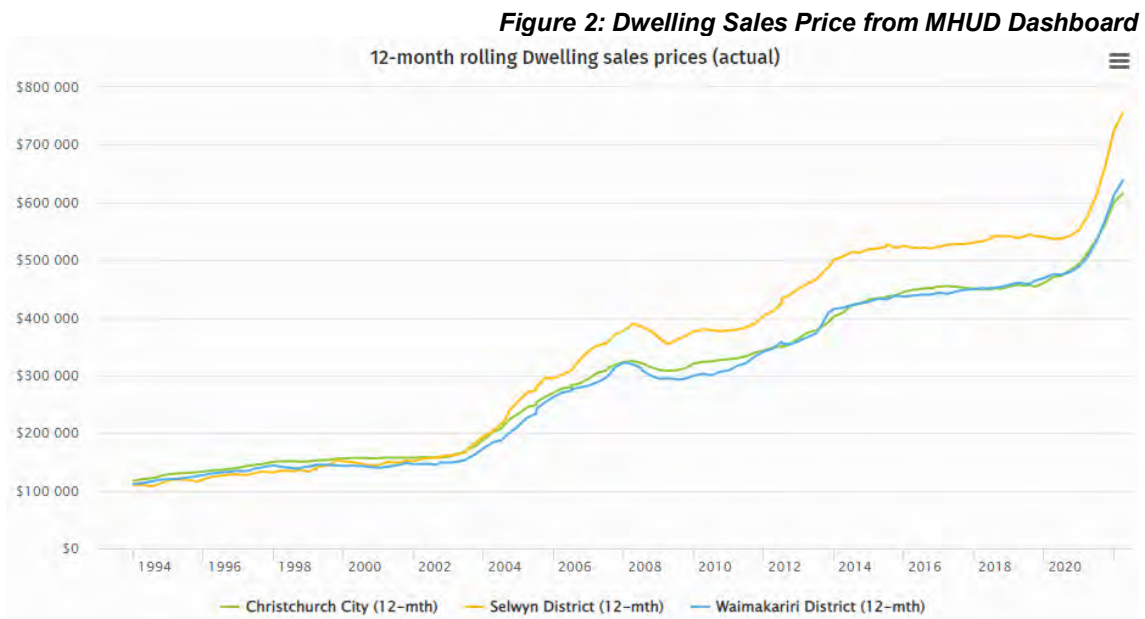


Table 4: Dwelling Sales Price Comparison

TA	31 st Dec 2015	31 st Dec 2020	31 st Dec 2022	Change from 2015 to 2020	Change from 2020 to 2022
Waimakariri	437,500	490,500	723,250	53,000 (11%)	232,750 (32%)
Christchurch	441,250	494,650	672,000	53,400 (11%)	177,350 (27%)
Selwyn	523,500	552,250	818,250	28,750 (5%)	266,000 (33%)
Auckland	725,900	914,000	1,107,000	188,100 (21%)	193,000 (17%)

The table above shows the change in house sales price for the 3 TAs compared to Auckland. The increase in house prices between 2015 and 2020 was relatively stable for the 3 TAs (between 5% and 10%) compared to 21% in Auckland. The increase last two years for the 3 TAs was significant (between 27% and 33%) when compared to the combined growth of the previous years and is slightly higher than Auckland's % increase. This could suggest the relative value of the 3 TAs is attracting more demand.

⁹ <https://huddashboards.shinyapps.io/urban-development/>

Rents

This figure shows the 12-month rolling rent for the three TAs. Between 2015 and 2020 rents dropped in Christchurch and Selwyn but rose in Waimakariri. This is probably because of higher rents through to 2015 following the Earthquakes with homes being repaired and residents needing short-term accommodation and then stabilised. In that same timeframe, Auckland's rent rose. Between 2020 and 2022, rents are rising fairly consistently across the country.

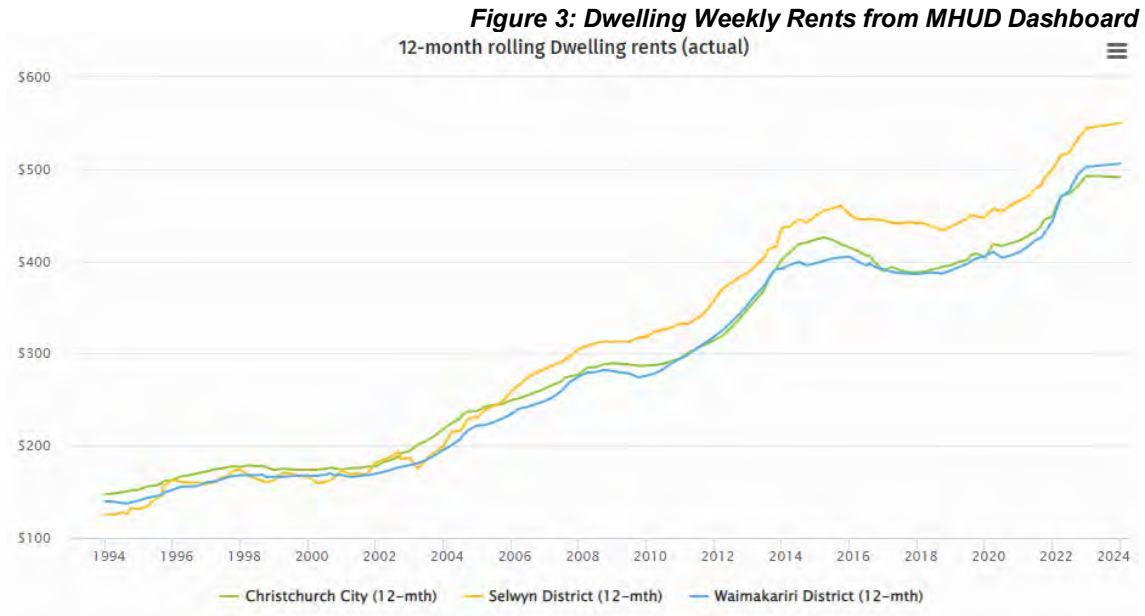


Table 5: Dwelling Weekly Rents Comparison

TA	31 st Dec 2015	31 st Dec 2020	31 st Dec 2022	Change from 2015 to 2020	Change from 2020 to 2022
Waimakariri	405	410	503	5 (1%)	93 (18%)
Christchurch	415	422	493	7 (2%)	71 (14%)
Selwyn	451	465	545	14 (3%)	80 (15%)
Auckland	485	575	602	90 (16%)	27 (4%)

The table above shows a similar story as house prices. Rents between 2015 and 2020 ranged from increasing by 1% to 3% compared to a 16% increase in Auckland. This could be because of higher rents in 2015 from earthquake repair demand and stable house prices. The change from 2020 to 2022 is similar across the 3 TAs with Auckland being lower.

Dwellings Sold

This figure shows the 12-month rolling total of dwellings sold in the 3 TAs. This includes all dwellings sold, irrespective of whether this is growth related or not. This number is helpful in showing turnover and broad demand in the housing market. It shows a fairly consistent number of dwellings sold.

Figure 4: Total Dwellings Sold from MHUD Dashboard

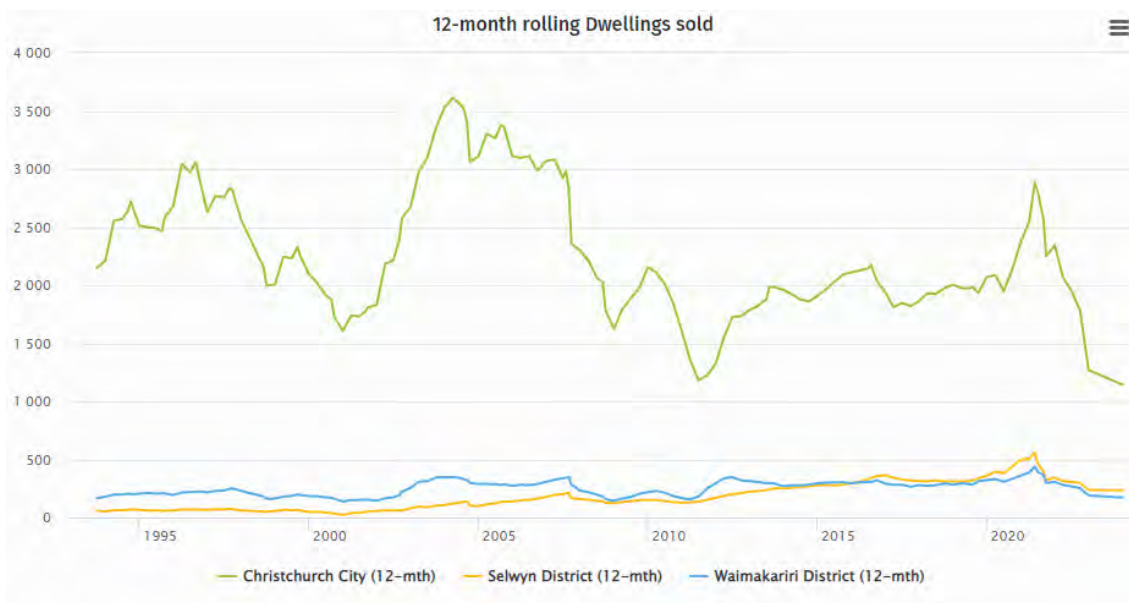


Table 6: Total Dwelling Sold Comparison

TA	31 st Dec 2015	31 st Dec 2020	31 st Dec 2022	Change from 2015 to 2020	Change from 2020 to 2022
Waimakariri	294	361	190	67 (19%)	-171 (-90%)
Christchurch	2,111	2,373	1,270	262 (11%)	-1,103 (-87%)
Selwyn	294	499	237	205 (41%)	-262 (-111%)
Auckland	8,882	8,283	3,283	-599 (-7%)	-5,000 (-152%)

Growth in total sales had been rising within Waimakariri, Christchurch, and Selwyn, with especially Selwyn seeing high levels from 2015 to 2020. In the past two years sales are down across the country potentially reflecting the government changes to restrict investment property speculation and signalled increasing interest rates.

Dwelling Growth

This figure shows dwelling consents and household growth, noting that typically growth will be higher as one building consent may include multiple dwellings (the case in particular for Christchurch City). Dwelling consents showing total number of dwellings whereas household growth takes into account replacement of dwellings. There is a large dip in household growth between the years 2010 and 2012 for Christchurch City as dwellings were demolished following the earthquakes.

Figure 5: New Dwelling Consents and Household Growth from MHUD Dashboard

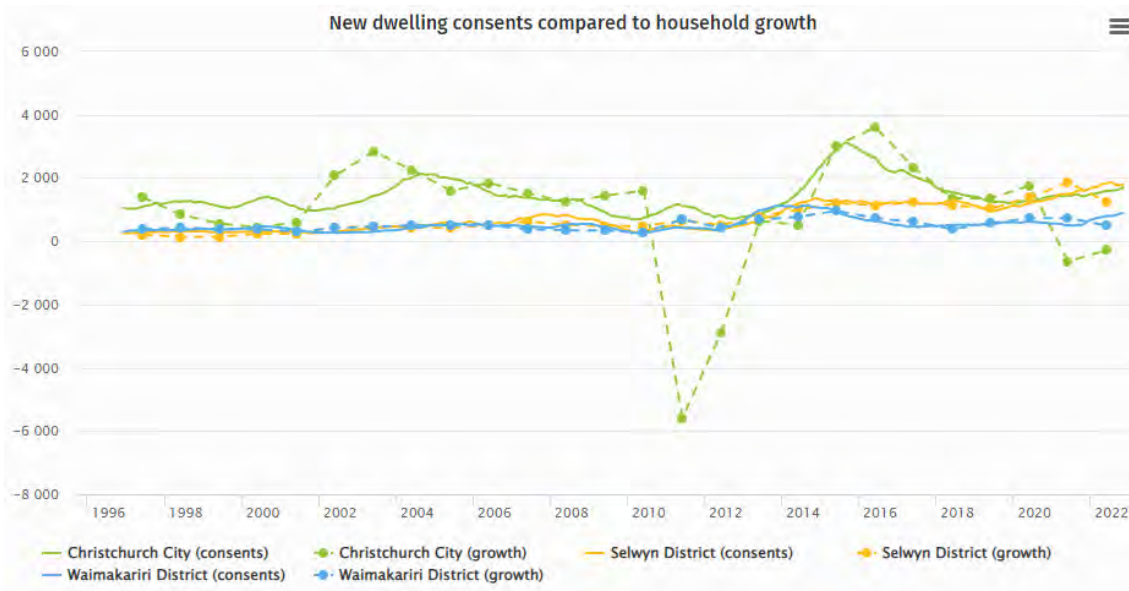


Table 7: New Dwelling Consents and Household Growth Comparison

TA	30 th June 2015		30 th June 2020		30 th June 2022		Change from 2015 to 2020		Change from 2020 to 2022	
	Consents	Growth	Consents	Growth	Consents	Growth	Consents	Growth	Consents	Growth
Waimakariri	924	962	616	731	551	615	-308	-231	-65	-116
Christchurch	2,858	3,040	1,259	1,760	1,586	-280	-1,599	-1,280	327	-2,040
Selwyn	1,243	1,207	1,196	1,379	1,726	1,345	-47	172	530	-34
Auckland	4,561	10,800	6,710	10,967	6,829	-2,967	2,149	167	119	-13,934

The table shows that consents and growth has slowed substantially from 2015 to 2020 for Waimakariri and Christchurch with Selwyn holding fairly steady. However, during that period Auckland has seen a large increase in consents though it doesn't correspond to household growth. The change from 2020 to 2022 shows a drop in household growth but a continued positive consent growth in all areas except Waimakariri. This could suggest a level of consenting to cover previous years of under supply or an over-supply as a response to higher dwelling prices.

Housing Price to Cost Ratio

The figure shows the difference between the price paid for a dwelling (house and land) compared to the construction costs (and associated fees). For example, if the land is 1/3 of the house price, the ratio is 1.5. The data shows that the recent increase in prices is largely an increase in land prices, as the ratio has increased.

Figure 6: Housing Price to Cost Ratio



Price Efficiency

This was previously provided by Ministry for the Environment through their dashboard and is now run by Ministry of Housing and Urban Development. This data has been removed.

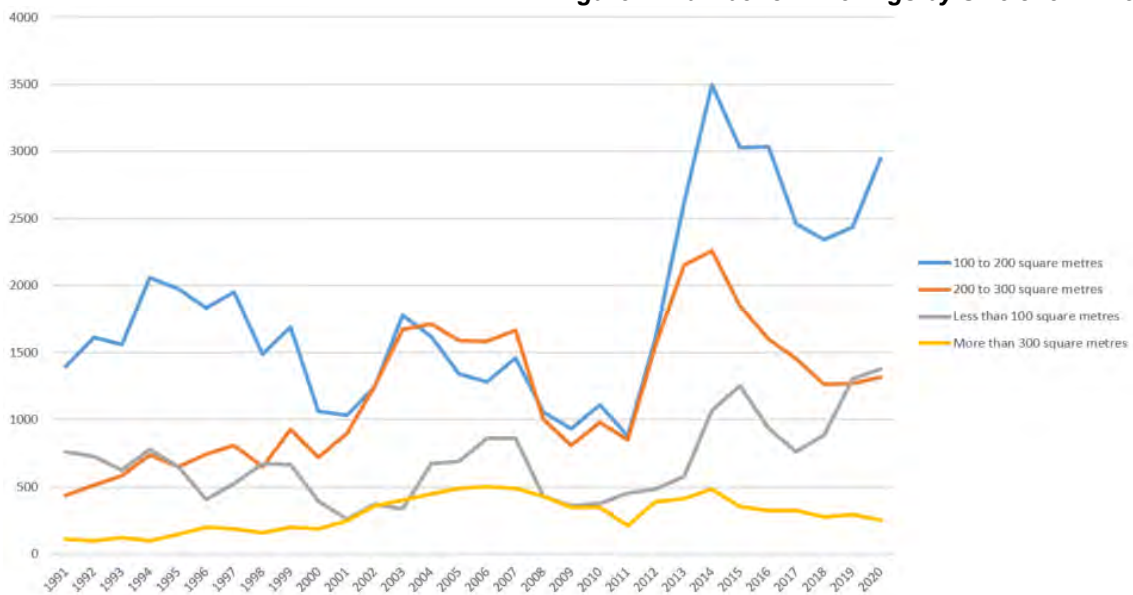
Price Discontinuity

This was previously provided by Ministry for the Environment through their dashboard and is now run by Ministry of Housing and Urban Development. This data has been removed.

House Size

The following figure shows the size of all dwellings consented over time. This is from Stats NZ and is for the Canterbury region only¹⁰. This shows some recent trends of a lot more 100m² – 200m² dwellings generally being built. It also shows that in the last few years more dwellings smaller than 100m² has exceeded dwellings 200m² – 300m², which last occurred more than 20 years ago.

Figure 7: Number of Dwellings by Size over Time

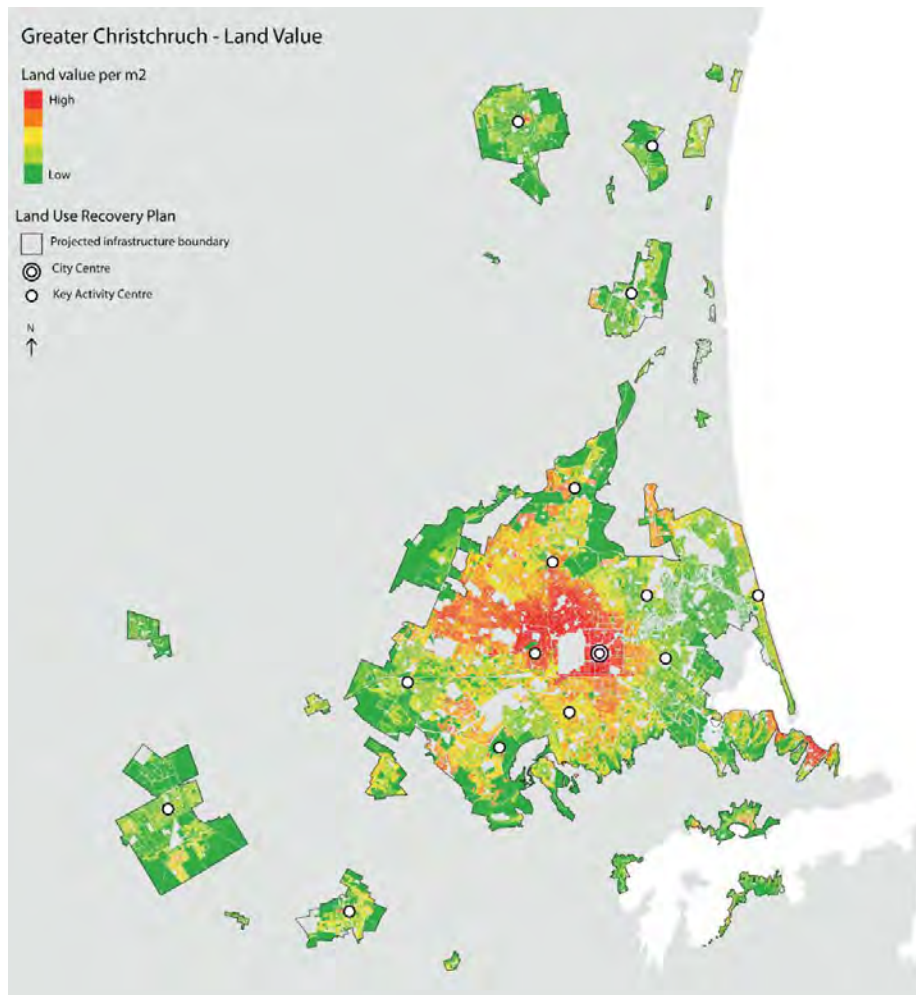


Land Values

Land Values can be a measure of desirability, in which you see higher densities closer to city centres. Land Values are often updated three-yearly and so analysis can focus on areas within Greater Christchurch that have higher land values suggesting a higher level of desirability and potentially better feasibility for increasing density. The following figure shows the expected picture of higher land values around the centre that dissipates out.

Figure 8: Land Values

¹⁰ <https://www.stats.govt.nz/news/consents-for-medium-sized-houses-increase-rapidly-in-the-last-decade>



Accessibility

The diagrams below show the proportion of population living within travel threshold of 30 mins by walking, cycling, driving or 45 mins by public transport to employment opportunities in the morning peak. With the blue and green areas showing residents of these locations are able to access 60% or more jobs available at time of record within 30 mins of walking, cycling, driving or 45 mins using public transport, and the red and orange areas are able to access 20% or less.

This set of diagrams was last modified in November 2019, utilising Open Street Map road for walking, cycling and public transport, datasets from GTFS feeds of public transport, meshblock employment (States NZ) and drive time from TomTom.

Figure 9: Access to job using PT

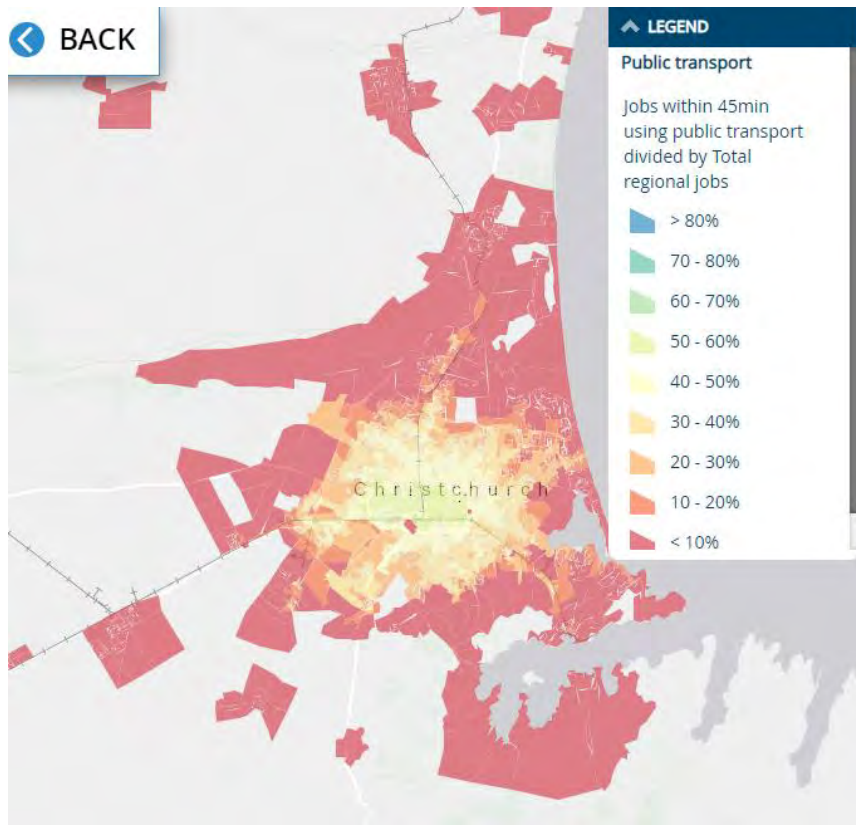


Figure 10: Access to job using vehicle

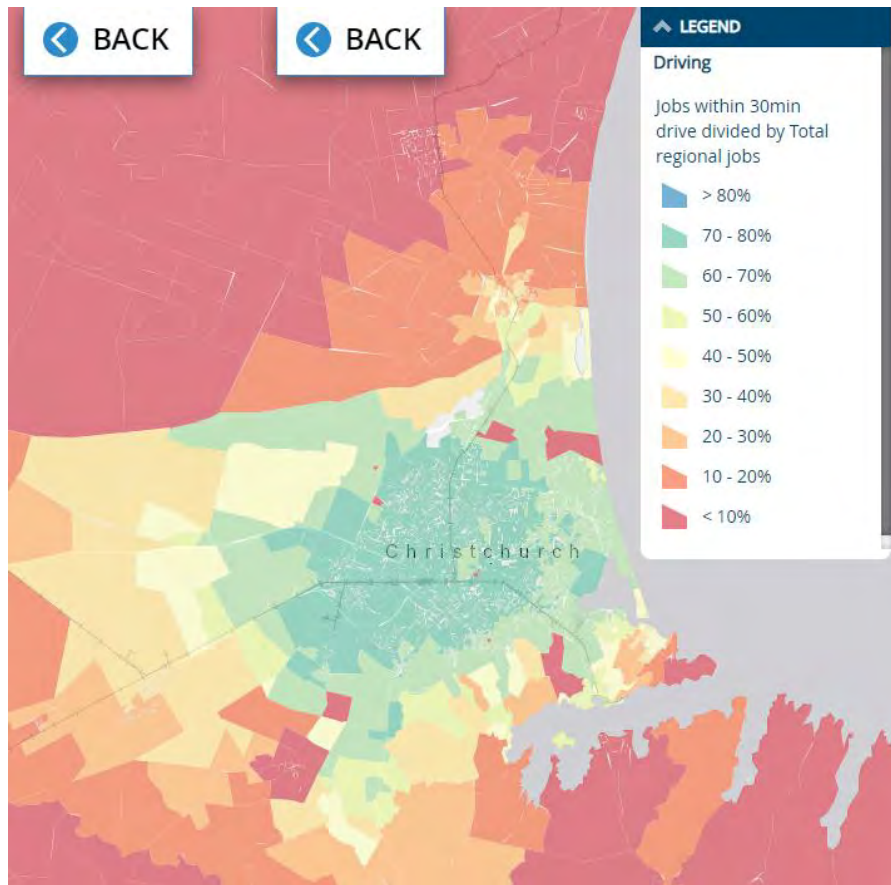


Figure 11: Access to job walking

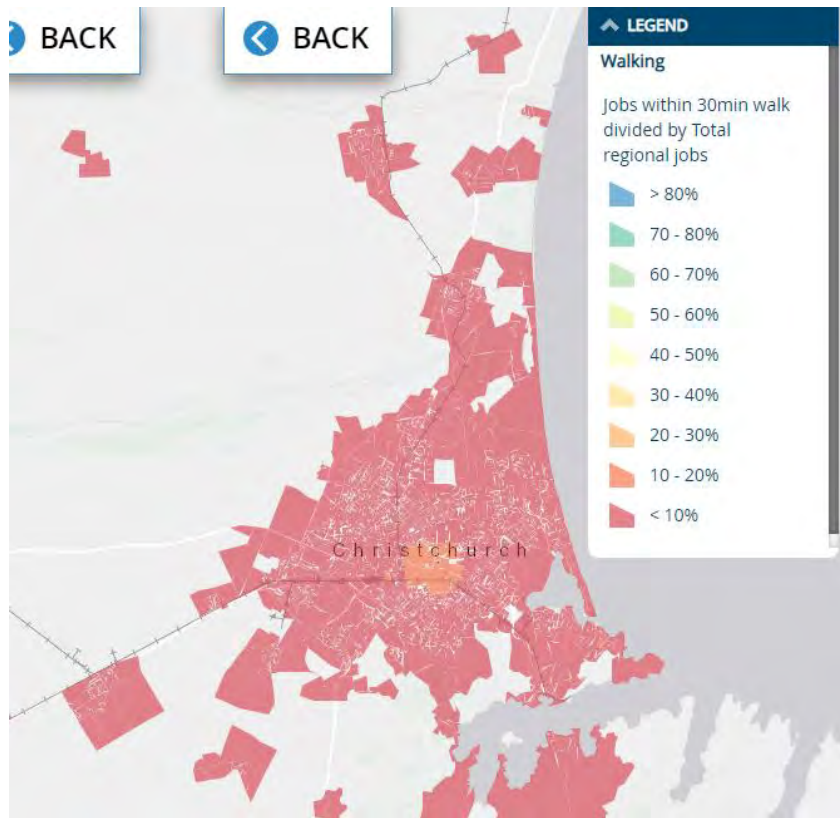
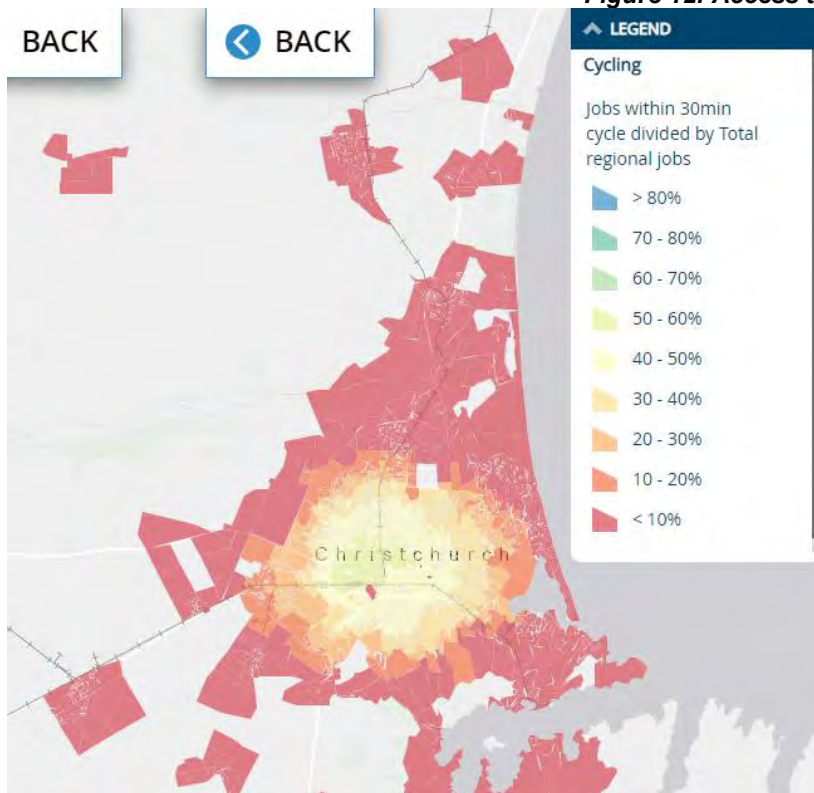


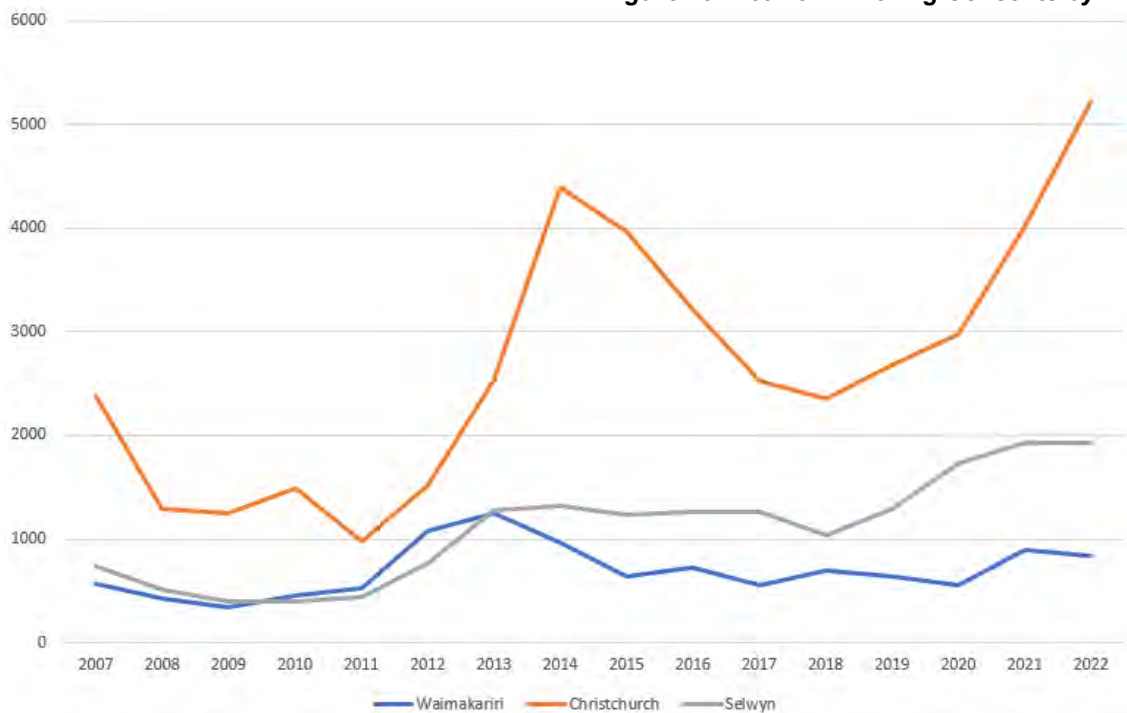
Figure 12: Access to jobs cycling



Location of Growth

The figures below show the net new dwelling counts, as monitored by the respective TAs, from 2007 to 2013. The detailed table of take-up rates can be found in Section 7.5.6. Generally, all TA's are seeing higher levels of consents than pre 2011 (pre earthquakes). SDC and CCC are seeing record levels of consents in 2020.

Figure 13: Net New Dwelling Consents by TA

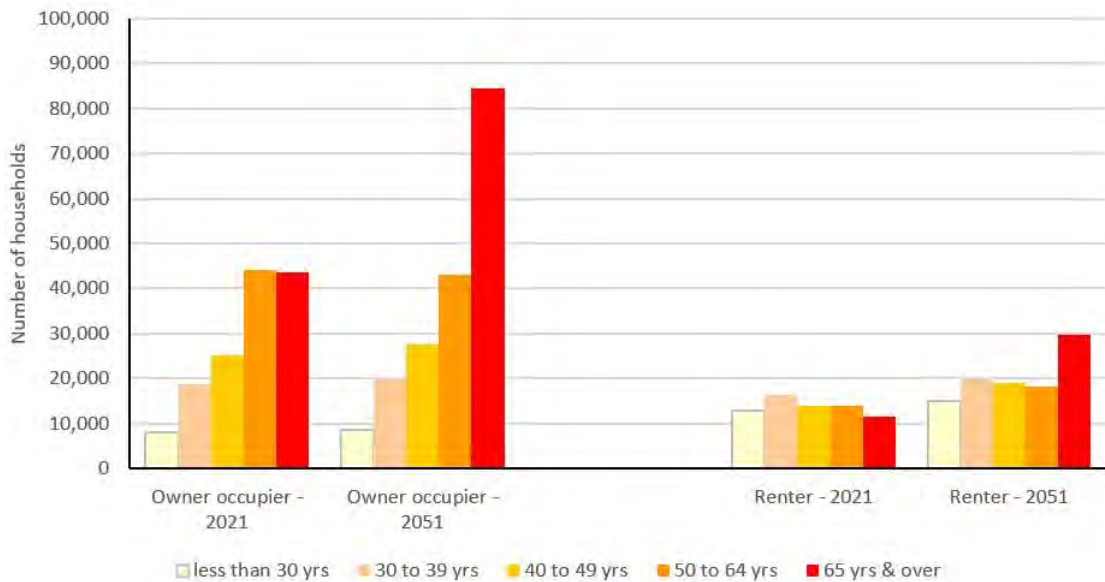


Home Ownership

The level of owner occupation like the rest of the country has declined and this trend is expected to continue, particularly in younger age groups. Ownership rates in Christchurch are projected to slowly drop below 60% in 2051, whereas for Selwyn and Waimakariri, ownership drops from around 80% to nearer 75%. Conversely the number of renter households will rise.

The figure below shows the change in proportion of age group and whether they own or rent. The key points are that the ageing demographic is driving a lot of demand, especially for owner occupier, whereas rental demand is rising for all demographics.

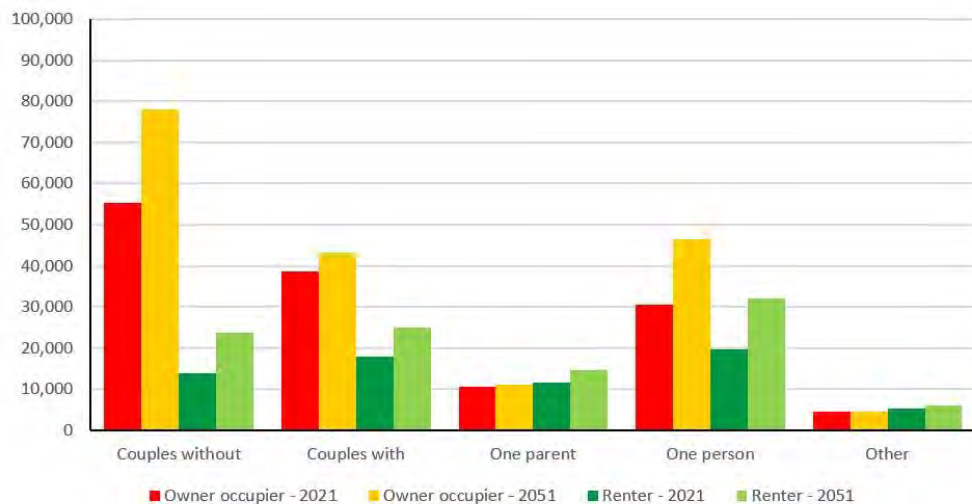
Figure 14: Change in Households by Tenure and Age Group



There is a similar trend in household composition, with large growth in one person households and ‘couples without children’ households, for both ownership and rental. In terms of housing typology, Greater Christchurch’s aging population leads to significant growth in the number of one person and couple only households, resulting in a significant increase in the demand for smaller and multi-unit dwellings. Demand for additional social housing dwellings per annum will be required if the current ratio of social renter dwelling to total housing need is maintained. Standalone dwellings account for 66% of the projected growth from owner occupiers and 56% of the renter household growth. Demand for standalone dwellings is predominately for units with three or more bedrooms. Multi-unit demand is typically for units with fewer bedrooms. Renters have a higher propensity to rent multi-unit dwellings relative to standalone dwellings, however this may be influenced by other factors such as lower rents and proximity to central city.

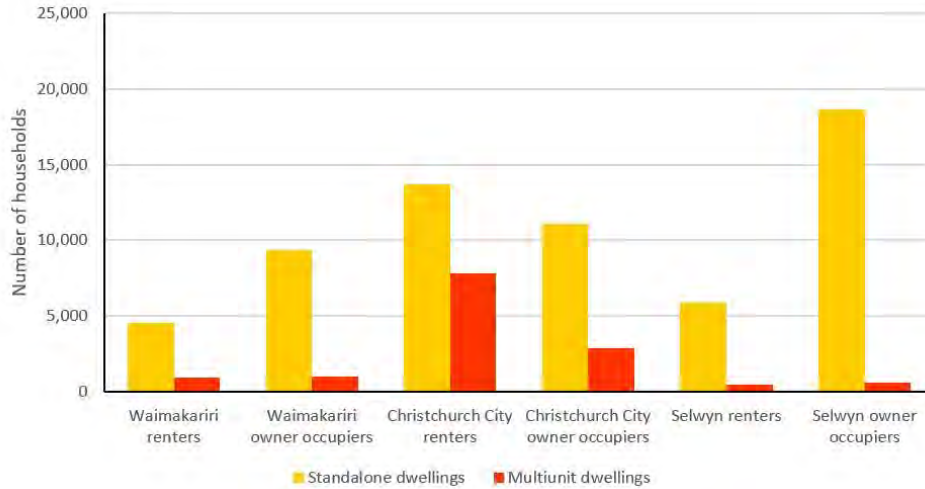
Results from national and international studies indicate that residents give priority to the number of bedrooms when choosing a dwelling. The number of bedrooms required depends on the size of the household. There is currently a gap in information regarding the relationship and trade-offs between the size of the dwelling and the typology, made by different household groups.

Figure 15: Change in Households by Tenure and Composition



The following figure shows where typology demand is likely to occur. Rental and multi-unit demand is largely occurring within Christchurch city. Historically, there is low levels of multi-unit development in Selwyn and Waimakariri that means low levels of projected demand.

Figure 16: Demand by typology and tenure



Housing Affordability

Market rents increased marginally faster than household incomes between 1991 and 2020. However, Selwyn District house prices increased 3.4 times faster than median household incomes between 1991 and 2020. Similar trends occurred in Waimakariri District (house prices increased 2.2 times faster than median household incomes) and Christchurch (house prices increased 2.7 times faster than median household incomes). The faster growth in house prices relative to household incomes has continued to place pressure on housing affordability for first home buyers.

Table 8: Rents, House Prices and Income over Time¹¹

¹¹ From Livingston Report

	Waimakariri District			Christchurch City			Selwyn District		
	Median rent	Lower Quartile HP	Median household income	Median rent	Lower Quartile HP	Median household income	Median rent	Lower Quartile HP	Median household income
1991	\$146	\$80,000	\$31,100	\$147	\$68,000	\$31,100	\$134	\$61,000	\$35,500
1996	\$157	\$95,000	\$34,700	\$171	\$115,000	\$32,900	\$164	\$90,000	\$39,100
2001	\$181	\$110,500	\$39,700	\$171	\$126,800	\$36,500	\$168	\$104,000	\$47,200
2006	\$246	\$240,000	\$50,900	\$244	\$253,000	\$48,200	\$266	\$266,000	\$62,500
2013	\$394	\$325,000	\$68,800	\$356	\$336,000	\$65,300	\$435	\$399,500	\$85,100
2018	\$381	\$380,000	\$81,700	\$345	\$344,500	\$77,600	\$406	\$481,500	\$101,100
2019	\$400	\$385,000	\$84,600	\$345	\$345,000	\$80,300	\$432	\$457,750	\$104,600
2020	\$420	\$402,000	\$87,600	\$400	\$380,000	\$83,100	\$468	\$487,000	\$109,200
2021 Est	\$460	\$435,000	\$90,700	\$420	\$431,000	\$86,000	\$500	\$540,000	\$113,000
Change									
91 to 96	8%	19%	12%	16%	69%	6%	22%	48%	10%
96 to 01	15%	16%	14%	0%	10%	11%	2%	16%	21%
01 to 06	36%	117%	28%	43%	100%	32%	58%	156%	32%
06 to 13	60%	35%	35%	46%	33%	35%	64%	50%	36%
13 to 18	-3%	17%	19%	-3%	3%	19%	-7%	21%	19%
18 to 19	5%	1%	4%	0%	0%	3%	6%	-5%	3%
19 to 20	5%	4%	4%	16%	10%	3%	8%	6%	4%
91 to 20	188%	403%	182%	171%	459%	167%	248%	698%	208%

Source: HUD, MBIE, Headway Systems, Corelogic and Statistics New Zealand

The proportion of median household income in Selwyn District required to pay the median market rent has fluctuated between 19% and 27%. The peak of 27% occurred after the 2010/2011 earthquakes and coincides with a significant housing shortage in Greater Christchurch. Subsequently, these pressures have eased and rents as a proportion of household incomes have fallen back to 22% in 2020. The proportion of median household income required to service a mortgage (assuming a dwelling is purchased at the lower quartile house sale price with a 10% deposit) has varied between 19% and 40% between 1991 and 2020. The peak (40% of household income) coincided with a peak in mortgage interest rates in the mid-2000s. Historic lows in mortgage interest rates have offset the growth in house prices at this stage of the housing market cycle.

Affordability is the relationship between house prices and income. Factors that influence house prices and income are more national fiscal policies rather than local government. Lowering of interest rates and Loan to Value Ratio's lead to the ability for more people to borrow and subsequently drive house prices up. The release of new land for development will assist the market overall and if associated costs, such as infrastructure, can be minimised then this can reduce pressures on rising house prices, however, fiscal policies will influence prices more. Planning decisions should seek the efficient use of infrastructure to limit costs.

Recent work by Greater Christchurch¹² builds on this analysis. This tested different urban forms as to what achieves better affordability. The result shows that urban form is less of a factor and household income and cost of development continue to drive affordability issues.

7.3.2. Housing Need

Demographic, tenure, employment and welfare trends, i.e. the 'perfect storm' of an ageing population, falling home ownership, less secure employment, and restricted access to welfare, are drivers for the current and projected increase in demand for social housing. The Salvation Army released a report in

¹² Greater Christchurch Spatial Plan Dwelling Affordability Assessment 2022

August 2017 analysing the future need for social housing in New Zealand¹³. The report states that current capacity of Social Housing in New Zealand is 'just over 82,000' units, with the majority owned by Housing New Zealand (62,500 units). In March 2020, the Greater Christchurch Partnership commissioned Community Housing Aotearoa to provide advice and recommendations to collaboratively develop an action plan to enable social and affordable housing provision across Greater Christchurch. The *Social and Affordable Housing Action Plan Report*¹⁴ identified a current supply of 9,768 social and affordable homes (local authority and third sector owned homes) as at 30 June 2020. The spatial distribution of social and affordable housing is uneven across the three Councils and almost entirely concentrated in Christchurch (95%) as shown in the table below.

Table 9: Current Social and Affordable Housing Supply in Greater Christchurch¹⁴

	Public Housing	Transitional Housing	Assisted Rental	Progressive Home Ownership	Total
Waimakariri	174	0	117	0	291
Christchurch	7,168	335	1,896	51	9,450
Selwyn	13	0	14	0	27
Total	7,355	335	1,690	51	9,768

An indication of future supply was also gained through interviews with providers and other work Community Housing Aotearoa has completed to identify projects in their development pipelines for potential COVID-19 recovery funding. The interviews identified 125 new units under construction in Christchurch, but none underway in Waimakariri or Selwyn. Fourteen future projects, providing 428 new affordable homes, were identified, mainly located in Christchurch.

In addition to community housing providers, Kāinga Ora's current construction intentions across Greater Christchurch indicates a commitment to public and supported homes to be delivered between 2021 and 2024. As at July 2021, Kāinga Ora has 330 homes currently under construction, 250 are currently at pre construction phase and a further 740 homes are in planning.

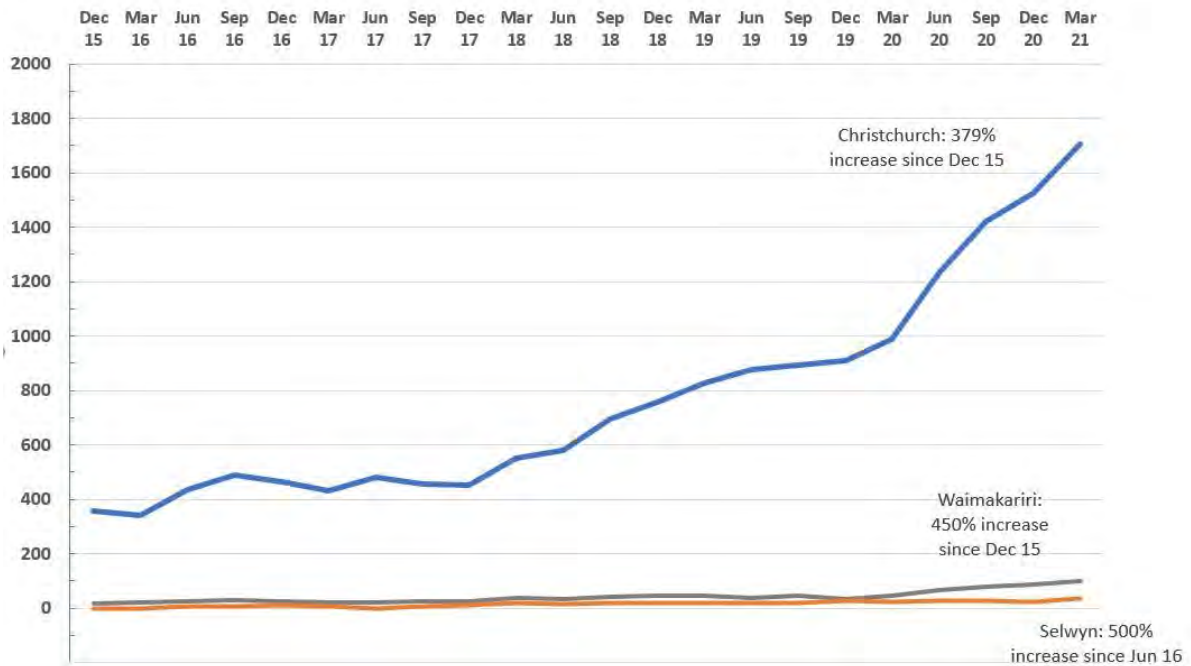
The Livingston and Associates report also analyses the changes in affordability across Greater Christchurch. The data shows that the rate of increase in house prices and rents has outpaced increases in household incomes. The result is a declining rate of home ownership and an increasing rate of housing stress amongst renter households.

The impact of these trends is most pronounced on lower income households. One indicator of how the lowest income households are faring is the Public Housing Register. This register is maintained by the Ministry of Social Development to prioritise placement of eligible households into public housing supported by the Income Related Rent subsidy. The chart below shows the number of households on the Register since March 2015. While Christchurch has the largest number on the register, Selwyn has experienced the highest growth (500%), then Waimakariri (450%) and Christchurch (379%).

Figure 17: Ministry of Social Development, Public Housing Register 2015 – 2021

¹³ Johnson, Alan (2017); *Taking Stock, the demand for Social Housing in New Zealand*; www.salvationarmy.org.nz/TakingStock

¹⁴ Community Housing Aotearoa (September 2020), Greater Christchurch Partnership Social and Affordable Housing Action Plan Report.



The table below shows the number of applicants on the Housing Register as at March 2021, within Priority A and Priority B groups. Priority A refers to applicants who are considered at risk and includes households with a severe and persistent housing need that must be addressed immediately. Priority B refers to applicants who have a serious housing need and includes households with a significant and persistent need.

Table 10: Housing Register, by TA and Priority¹⁵

TA	Housing Priority		Total
	A	B	
Waimakariri	90	9	99
Christchurch	1,566	141	1,707
Selwyn	36	3	39

Table 11: Housing Register, by TA and bedrooms required – March 2021

TA	Bedrooms Required					Total
	1	2	3	4	5+	
Waimakariri	60	24	12	3	0	99
Christchurch	1,113	339	138	42	15	1,707
Selwyn	24	12	0	0	0	36

The table above illustrates that most households require smaller, one or two bedroom homes. The available data does not provide a breakdown of bedroom requirements by Priority A or Priority B groups. The analysis by Community Housing Aotearoa concluded that, viewed together, data demonstrates a continuing lack of sufficient social and affordable housing supply. Public Housing Register has increased significantly in both percentage and total numbers of households. In addition, the need for Emergency Housing Special Needs Grants was rising prior to COVID-19 and has increased rapidly

¹⁵ Community Housing Aotearoa (September 2020), Greater Christchurch Partnership Social and Affordable Housing Action Plan Report.

since March 2020 (from \$1,593,966 in March 2020 to \$3,172,929 in June 2020)¹⁶. Demand is expected to further increase as the economic impacts of the pandemic start to bite.

Total 'renter housing need' is assessed by encapsulating those financially stressed private renter households, together with those who are homeless or living in crowded dwellings, with those whose housing requirements are met by social, third sector and emergency housing providers. The relative level of housing need is expected to increase across Greater Christchurch, but it will be significantly greater in Christchurch City. This is a reflection of the low income renters and social renters living in the city and projected to continue to live in the city, comparative to the outer districts.

Private renter housing stress is experienced by households that have insufficient income to affordably pay their housing costs. This can occur because either housing costs are high relative to market norms or incomes in an area are low. Renter housing stress is defined as those households that are paying more than 30% of their gross household income in rent. The proportion of households paying unaffordable levels of rent increased in Waimakariri and Christchurch City and decline in Selwyn District. The proportion of renters paying high levels of rent relative to their incomes is concentrated in households with lower incomes.

Table 12: Number of Stressed Renters

	Modelled number of stressed private renters 2020	Stressed renters as a % of all households
Waimakariri District	2,500	10%
Christchurch City	22,350	14%
Selwyn District	1,680	7%
Total greater Christchurch	26,530	13%

Source: Modelled based on data from Statistics New Zealand

NB: Numbers are rounded to the nearest 10 in the modelling & consequently total households may vary between tables.

7.3.3. Māori Housing Demand

The HCA is required to identify demand for Papakāinga housing, development trends on Māori land, the impediments to living on or developing Māori land, or barriers to using traditional housing options. Home ownership rates for Māori are lower than the NZ average and trending lower. Combined with lower incomes this makes it harder to get into housing and stay there. Homelessness is an outcome from both historical issues and incomes. The Livingston and Associates report does not provide an analysis of housing need by ethnicity. However, the interviews provided confirmation that Māori make up a significant portion of the households seeking housing. Nationally, Māori make up half of the households on the Public Housing Register. Providers indicated similar percentages of whanau seeking assistance in their interviews (Page 14).

Figure 18: Map of Pāpatipu marae names and locations within the Canterbury Region¹⁷

¹⁶ Community Housing Aotearoa (September 2020), Greater Christchurch Partnership Social and Affordable Housing Action Plan Report.

¹⁷ From Christchurch District Plan Chapter 1.2.18.



The Mahaanui Iwi Management Plan 2013 outlines the desire to occupy and use ancestral lands. It seeks to work with local government in removing District Plan and other barriers to development on Maori land, in particular on land which was set aside as Maori Reserves, and in providing for papakāinga development.

Maori Reserve land was intended to provide an economic base for Ngāi Tahu living in particular (primarily rural) areas as follows:

- The right to dwell on land, and that right to remain in place in perpetuity to descendants.
- The right to mahinga kai, including the right to hunt, harvest and to develop mahinga kai resources.
- The right to develop land to achieve the above, including subdivision, and setting aside land for communal facilities or other activities to support the community.
- The right to develop a sustainable and growing economic base within the community that would sustain future generations¹⁸.

¹⁸ From Kāinga Nohoanga Baseline Report for SDC's DPR found here - <https://www.selwyn.govt.nz/property-Andhttps://www.selwyn.govt.nz/property-And-building/planning/strategies-and-plans/selwyn-district-plan/selwyn-district-plan-review/supporting-information/baseline-reportsbuilding/planning/strategies-and->

Aspirations for the development of Māori land not only focus on creating housing opportunities, but also the provision of commercial, social and community facilities and opportunities to allow Ngāi Tahu whānui to fully occupy and use ancestral lands. Councils are in the process of reviewing District Plan provisions for Māori land and Papakāinga housing with a view to making them more enabling. Other land development impediments result from susceptibility to sea level rise and other natural hazards in some areas, and lack of access to infrastructure and bulk services. This will impact how much and how quickly housing and supporting facilities can be built as well as the viability and longevity of the infrastructure needed to support development. Further work is required on potential design and servicing solutions and funding to facilitate land development.

7.3.4. Locational Preferences and Trade-Offs

The settlement pattern of Greater Christchurch has principally been shaped from the creation and expansion of the colonial settlements laid down in the nineteenth Century. Whilst once focused on a strong Central City, during the 20th century the urban area expanded outwards and around a number of nodes, this development being largely enabled by the change in dominant transport mode from foot, bicycle and tram to the private car. The availability of significant areas of flat land and absence of physical barriers contributed to the ease with which the land was able to be subdivided and serviced. These factors, as well as low land values and landowners preferences, resulted in residential developments having lower urban densities in comparison to other New Zealand cities. More recently, the impacts of the earthquakes has seen a relocation of households and businesses from the more damaged eastern side of the City and eastern Kaiapoi to areas to the west.

The dynamics of the housing market are complex, and there are many factors that contribute to why any particular area experiences strong or weak demand and consequently growth. The development sector engagement analysis in Section 7.3 identifies that locational preference are driven by many reasons, including the availability of sections and houses, lifestyle, employment, education, family, financial circumstances, and at least in part, to where people want to go, and how often these trips need to be taken (people's willingness to travel). Locational attributes were identified as one of the most desirable features when looking for a house, as per the Grattan Institute Study (2011)¹⁹. These features included, but were not limited to, safety of people and property, attractiveness of the surrounding environment and convenience and access to work, healthcare services and schools.

Very little, if any, information is available in Greater Christchurch about what are the current and possible future factors that drive where people choose to live. Research is required to identify the trade-offs residents are willing to make, such as how far people are willing to travel for work, in terms of location of house. Furthermore, whether these reasons are likely to change over time, for example in response to age, financial changes in circumstance, or other conditions change such as transport costs or major improvements to an area are completed (e.g., rebuild of the central city, revitalisation of older commercial centres, the Ōtākaro Avon River Corridor, and Kaiapoi regeneration areas, and operation of rapid public transit routes). Research has been undertaken that may provide some insight as to why the demand for greenfield development has been consistently strong. A study carried out by Kusumastuti and Nicholson (2017) on mixed-use development in Christchurch, pointed out a similar trend. Surveyed residents wanted to live near supermarkets and parks, but less so near offices. Both studies show that people want a balance between housing features and location.

Importantly for Greater Christchurch as relative to other major cities, most housing settlement areas are highly accessible to places of work, leisure, and education, therefore transport and travel times are less influential when deciding where to live. Where people have chosen to live has, to a large part, been dictated by where housing markets have been enabled with supporting infrastructure and an area has been developed (as decided and determined by property developers). Proportionally there was more new dwellings being consented in greenfield areas than within the existing urban area. There was significant rezoning of greenfield land for new neighbourhoods in 2000 and again post-earthquake.

[plans/selwyn-district-plan/selwyn-district-plan-review/supporting-information/baseline-reports/information/baseline-reports](https://www.selwyn.govt.nz/property-and-building/planning/strategies-and-plans/selwyn-district-plan/selwyn-district-plan-review/supporting-information/baseline-reports/information/baseline-reports)

¹⁹ The Housing We'd Choose, Grattan Institute, 2011

Further market analysis is however required on the relationship between greenfield and infill development (namely whether one offsets the other) to draw any further conclusions on what specifically has driven the historical demand for new neighbourhoods (i.e. house design, section size, price, and/or amenity) and whether these greenfield area drivers are the same or different between spatial areas (i.e. a new subdivision within Waimakariri compared to new neighbourhoods in Selwyn or Christchurch City). Furthermore, whether the greenfield area demand drivers are the same or different than for redevelopment areas or do some demand aspects such as proximity to schools, come more into play. Analysis of the interrelationship between housing preference and whether access to the employment opportunities and services provided within business centres and industrial parks is required to establish the extent to which this is influencing housing choices relative to other factors.

As a location the Christchurch Central City has historically accommodated a decreasing share of the overall population. This is more a product of an expanding urbanised area but nevertheless population growth in the Central City has, until recently, lagged the rate of population growth elsewhere and was reduced immediately post the 2010-2011 earthquakes. Public and private sector investment in the Central City over the last decade has seen increased popularity as a location. In the last two years population growth and new home completions have reached a decade high and there is a strong pipeline of new housing development projects currently in planning phases to meet current demand. There continues to be strong interest in the Central City from the development community and from potential buyers. It remains a priority growth area for the Christchurch City Council and continues to attract public investment activity. The strong uptake of housing in the central city maybe an indication that access to employment is overtaking the perceived benefits (such as space, privacy, and capital gains) of standalone dwellings in the suburbs and townships in Selwyn and Waimakariri districts. The success of the I-Zone and I-Port industrial hubs in Rolleston, and the enhancement of the town centres in Kaiapoi, Rangiora and Rolleston, are other examples of where access to the employment opportunities offered within business centres may be influencing housing preferences and demand.

Greater Christchurch will be affected by climate change, and this will have an effect on future housing demand, as well as the resilience of the current housing stock to natural hazard risks. While data has been collected and analysed regarding some impacts of climate change, such as coastal inundation and ground water flooding, further analysis is required to ascertain how the current housing stock will be affected and where new housing should be built. Research needs to be carried out to determine public perception of climate change impacts and how this will affect future housing demand in Greater Christchurch.

7.3.5. National and International Trends and Influencing Factors

It is useful to understand what other cities are experiencing in terms of housing demand, and whether similar findings might be applicable to Greater Christchurch, if not in the short term, but the longer term. There is a range of information regarding what other cities are doing in order to meet the growing population. Tension around development in Sydney and Melbourne show that this issue is not unique to New Zealand. There are several key points that relate to Greater Christchurch. A two part study in Melbourne and Sydney, carried out by the Grattan Institute illustrates that housing stock and housing demand do not meet. There is a large shortage of semi-detached homes and apartments in the middle and outer areas. In Sydney 7.4% would choose semi-detached, however only 2.8% are supplied. In the study, when people were asked to choose anything they want, then they chose a large detached house near the centre of the city, which is an unlikely outcome and it is acknowledged that there are trade-offs in real life (specifically price). In this study, closeness to work did not rank highly and people were more concerned with the number of bedrooms, garage and living space provided, and for families, the location of schools was important.

These national and international trends were reflected in an Auckland-wide housing demand survey in 2015. Auckland Council's Research and Evaluation Unit commissioned a study to investigate what is important to Auckland households when choosing a place to live and to explore the housing that residents would choose to live in, if it was available (Yeoman et al. 2016). This research provided an understanding of the demand of housing, in both, an unconstrained and income constrained context. The key findings indicate that the choice of housing types favoured medium and large sized dwellings, 61% and 26% respectively. While the largest group chose detached housing as their final choice (52%), the research shows that there is also a willingness to live in other housing types such as attached housing and apartments (48%). This is especially the case where it means that residents are able to live in the location of their choice. However, the Choice Modelling data indicates that residents were

more likely to choose attached dwellings and apartments over stand-alone dwellings and were also willing to trade-off their preferred location when dwelling sizes were larger (as determined by the number of bedrooms). This means that, in general, people prefer larger dwellings. The report concludes that while there is a demand for more 'higher density' dwelling types in Auckland, there is clearly a mismatch between the current supply of dwelling typologies and the housing demand as per the survey. Data regarding the type and location of the housing stock in GC needs to be collected and documented, so as to determine whether we might expect future housing demand to mirror what is being experienced in Auckland and Australia.

7.3.6. Migrant Demand

Migrant demand comes in two forms; from other countries, and from other regions within the country.

International Migration

Stats NZ track international migration as part of the Population Estimates. The following table shows recent international migration and the impact of closed borders during the pandemic. Population growth largely consists of international migration with almost 7,000 people arriving to the area in 2020. This dropped to 250 during 2021.

Table 13: International Migration by TA

TA	2019	2020	2021	2022
Waimakariri	170	350	80	-90
Christchurch	3,400	5,500	-560	-910
Selwyn	500	580	-120	-120
Total	4,070	6,430	-600	-1,120

The expected net migration for Greater Christchurch is included in the Stats NZ projections, however the type of migrants has changed and this could influence future housing demand. Since the 2011 earthquakes, Greater Christchurch has seen a growth in migrants from South Asia, especially the Philippines and India. However, there has been a decrease in the number of migrants from Japan, the UK and Ireland. The growing origins of migrants lead to more diversity and more diversity within the housing market, e.g. some families require larger homes to accommodate their extended families. Additionally, the origin of foreign arrivals can affect the housing price. A 1,000 person increase in monthly European/UK arrivals raises real house prices by 8 percent after 2 years, whereas a 1,000-person increase in monthly Asian arrivals raises real house prices by around 6 percent.

Internal Migration

Stats NZ track international migration as part of the Population Estimates. The following table shows consistent trends in people within New Zealand moving to the area. Christchurch generally loses people due to 'Age and Stage' or lifestyle decisions, whereas the districts growth is largely from internal migration. 2020 saw almost as many people leave Christchurch as arrived in Selwyn, whereas 2021 saw an increase in the total people moving to the area with less leaving Christchurch.

Table 14: Internal Migration by TA

TA	2019	2020	2021	2022
Waimakariri	1,100	1,400	1,600	1,300
Christchurch	-1,500	-2,600	-2,700	-1,200
Selwyn	1,900	2,800	4,700	3,000
Total	1,500	1,600	3,600	3,100

7.3.7. Ethnicity and Housing

Housing plays a critical role in the social structure, as it provides a place for meetings, traditions, rituals, and other cultural expressions²⁰. Māori and Pacific households often have culturally specific requirements and preferences in relation to dwelling design, which can influence their housing preferences, choices and tradeoffs. New Zealand wide studies indicates that Pacific peoples often prefer to live in an extended family living situation, but it is also noted that this could be a strategy to cope with the high costs of accommodation²¹. This tendency for extended family living arrangements should be taken into consideration as there will be a requirement for dwelling types that house a larger than average number of people.

Census data on ethnicity is shown in the table below. This shows that the majority of the area identifies as European at 74%, with the next two ethnicities identified as Asian (11%) and Maori (9%).

Table 15: Census Data on Ethnicity

Total	2006	2013	2018
European	70%	77%	74%
Maori	7%	7%	9%
Pacific	2%	2%	3%
Asian	6%	7%	11%
Middle East / Latin	1%	1%	1%
Other	12%	2%	1%
Not Elsewhere Included	3%	4%	0%

Table 16: Households by tenure by ethnicity

²⁰ Housing Choice and Preference: A review of Literature, Wildish Bianca, Auckland Council, 2015

²¹ Housing Choice and Preference: A review of Literature, Wildish Bianca, Auckland Council, 2015

	2013			2018			Change 2013 to 2018		
	Owner Occ	Renters	HOR	Owner Occ	Renters	HOR	Owner Occ	Renters	HOR
Waimakariri District									
Māori	1,095	561	66%	1,644	705	70%	549	144	4%
Pasifika	93	36	72%	165	81	67%	72	45	-5%
Asian	237	87	73%	456	204	69%	219	117	-4%
NZ European & Other	12,783	2,781	82%	15,132	3,144	83%	2,349	363	1%
Total	14,208	3,465	80%	17,397	4,134	81%	3,189	669	1%
Christchurch City									
Māori	5,802	7,359	44%	7,731	8,949	46%	1,929	1,590	2%
Pasifika	999	1,617	38%	1,392	2,085	40%	393	468	2%
Asian	5,895	4,446	57%	9,474	8,400	53%	3,579	3,954	-4%
NZ European & Other	66,075	29,016	69%	67,836	28,767	70%	1,761	-249	1%
Total	78,768	42,438	65%	86,433	48,201	64%	7,665	5,763	-1%
Selwyn District									
Māori	831	426	66%	1,488	666	69%	657	240	3%
Pasifika	75	48	61%	162	93	64%	87	45	3%
Asian	285	201	59%	882	444	67%	597	243	8%
NZ European & Other	10,128	2,415	81%	13,476	2,835	83%	3,348	420	2%
Total	11,319	3,090	79%	16,008	4,038	80%	4,689	948	1%

Source: Statistics New Zealand

The rates of owner occupation by ethnicity is higher in Waimakariri and Selwyn when compared to Christchurch City. Households with people of New Zealander / European descent have higher rates of owner occupation than households of other ethnicities. Other key trends include between 2013 and 2018:

- The number of owner occupiers and renter households by ethnicity increased in all three authority areas with the exception of renter households of New Zealand / European descent living in Christchurch City;
- The number of owner occupier households of New Zealander / European descent living in Selwyn and Waimakariri Districts increased faster than those living in Christchurch City (+2,349 households in Waimakariri and +3,348 households in Selwyn compared to +1,761 households in Christchurch City);
- Rate of owner occupation increased for households of Māori and New Zealander / European descent across all three local authority areas;
- Rates of owner occupation for households with people of Pasifika descent increased in Christchurch City and Selwyn district but declined in Waimakariri District; and
- Rates of owner occupation for households of Asian descent fell in Waimakariri District and Christchurch City but increased in Selwyn District.

7.3.8. Household Crowding

The size of households is an important factor to monitor. If appropriate housing is not supplied by the market, crowding or underutilisation occurs. Analysis uses the Canadian National Occupancy Standard (CNOS), which is also used by the New Zealand Government as a core housing indicator. It determines the number of bedrooms a dwelling should have to provide freedom from crowding. The CNOS is based on the number, age, sex and interrelationships of household members. The CNOS states that:

- No more than two people shall share a bedroom
- Parents or couples may share a bedroom
- Children under 5 years, either of the same sex or opposite sex may share a bedroom
- Children under 18 years of the same sex may share a bedroom
- A child aged 5 to 17 years should not share a bedroom with a child under 5 of the opposite sex

- Single adults 18 years and over and any unpaired children require a separate bedroom²²

When looking at Christchurch, Selwyn, and Waimakariri, Christchurch City had the highest relative level of crowding with 9% of renter households crowded, whereas Selwyn has relatively low levels of crowding compared to other urban areas. Although the relative level of crowding is low, crowded households still have significant levels of housing need. On the other hand, 52% of total dwellings have 2 or more bedrooms available, potentially suggesting underutilisation.

Table 17: Crowding and Underutilisation

	Owner Occupiers		Renters		Total households	
	Dwellings	% of total	Dwellings	% of total	Dwellings	% of total
Waimakariri District						
1 bedroom needed (crowded)	210	1%	135	4%	345	2%
2 + bdrms needed (severely crowded)	39	0%	18	1%	57	0%
Total - crowded	249	1%	153	5%	402	2%
Total - No extra bedrooms required	1,776	10%	906	30%	2,682	13%
1 bedroom spare	5,115	30%	1,131	37%	6,246	31%
2 or more bedrooms spare	10,038	58%	873	29%	10,911	54%
Total not crowded	16,929	99%	2,910	95%	19,839	98%
Total stated	17,178	100%	3,063	100%	20,241	100%
Christchurch City						
1 bedroom needed (crowded)	1,470	2%	2,421	7%	3,891	3%
2 + bdrms needed (severely crowded)	345	0%	699	2%	1,044	1%
Total - crowded	1,815	2%	3,120	9%	4,935	4%
Total - No extra bedrooms required	11,031	13%	12,663	35%	23,694	19%
1 bedroom spare	30,681	36%	14,136	39%	44,817	37%
2 or more bedrooms spare	42,267	49%	6,228	17%	48,495	40%
Total not crowded	83,979	98%	33,027	91%	117,006	96%
Total stated	85,794	100%	36,147	100%	121,941	100%
Selwyn District						
1 bedroom needed (crowded)	147	1%	144	4%	291	2%
2 + bdrms needed (severely crowded)	42	0%	24	1%	66	0%
Total - crowded	189	1%	168	5%	357	2%
Total - No extra bedrooms required	1,242	9%	717	22%	1,959	12%
1 bedroom spare	3,882	29%	1,254	38%	5,136	30%
2 or more bedrooms spare	8,304	61%	1,152	35%	9,456	56%
Total not crowded	13,428	99%	3,123	95%	16,551	98%
Total stated	13,617	100%	3,291	100%	16,908	100%

7.3.9. Demand for Visitor Accommodation

The NPS-UDC Guide on evidence and monitoring identifies key sources of information that provide a proxy for analysing whether visitor demand is numerically and proportionally significant. This is done by comparing the 3 TAs to the national average. These are census counts of dwellings and households and the proportion of dwellings unoccupied on census night. The tables below outline the ratio of dwellings for every household and the percentage of households unoccupied on Census night. The tables show that the three TAs are under the New Zealand average and therefore visitor demand is consistent with national averages and therefore not numerically and proportionally significant to require an increase in the household projection.

²² Statistics New Zealand, http://archive.stats.govt.nz/tools_and_services/nzdotstat/tables-by-subject/housing-quality-tables/crowding-occupancyrate.aspx, 2018

Table 18: Ratio of 2018 Census Count of Dwellings and Households

Area	Ratio	Dwellings	Households
New Zealand	1.14	1,866,517	1,653,792
3 TAs	1.11	201,480	181,038
Queenstown-Lakes	1.55	20,403	13,176

Table 19: Percentage of Dwellings Unoccupied on 2018 Census Night

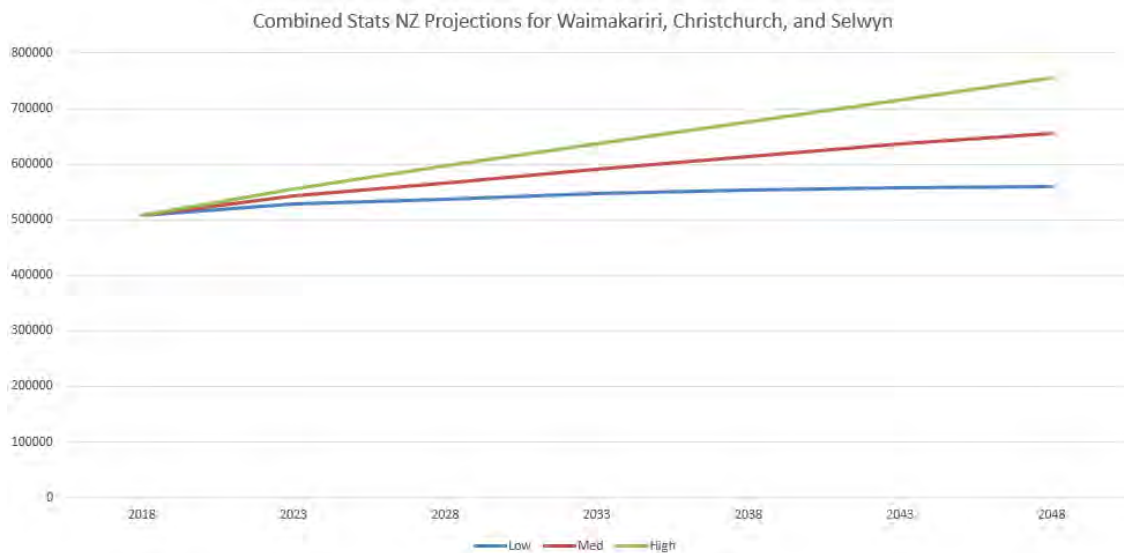
Area	Percentage
New Zealand	11%
3 TAs	8%
Queenstown-Lakes	29%

7.4. Demand

7.4.1. Projection Ranges

Identifying Base Projection Data

The initial starting point is the Stats NZ 2018 subnational population projections (low, medium and high projections)²³, as it is the best information available and achieves consistency in terms of methods and consistency with national-level projections²⁴. These provide an indication of future population change based on assumptions about future demographic behaviour (birth rates, death rates, net migration)²⁵. The Stats NZ 2018 Estimate²⁶ is the starting point for these projections, and this shows the 3 Territorial Authorities (TAs) have 508,400 population and the range of projections show, by 2048, the projected population is between 558,400 to 755,100.

Figure 19: 2018 Combined Projections for Waimakariri, Christchurch, and Selwyn Councils

²³ <https://www.stats.govt.nz/news/new-zealands-population-could-reach-6-million-by-2050/>

²⁴ <https://www.stats.govt.nz/methods/population-statistics-user-guide>

²⁵ For more information on different Stats NZ terms and measures on population, visit <https://www.stats.govt.nz/methods/population-statistics-user-guide>.

²⁶ <https://www.stats.govt.nz/news/migration-drives-high-population-growth/>

Identify Range of Projections

The initial range of projections are based on Stat NZ's 2018 subnational population projections. Other projection possibilities considered were relying solely on take-up data, and adjusting immigration based on Treasury's report²⁷. Take-up is not a one-to-one correlation to growth, as shown in 7.3.1 so is not a good sole measure of growth. Treasury's report (developed before COVID restrictions) considers immigration as an economic decision and therefore New Zealand's relative economic conditions among other things. The result is slightly more population and more of a working age. The results are at a national level and do not provide projections by TA.

The following table outlines the additional population projected for Waimakariri, Christchurch, and Selwyn combined, and shown over the NPS-UD timeframes.

Table 20: Range of Projections for Total TAs

Area	Short Term 2022 – 2025	Medium Term 2025 – 2032	Long Term 2032 – 2052	Total 2022 – 2052
High	25,500 (8,500 p.a.)	56,520 (8,074 p.a.)	156,680 (7,834 p.a.)	238,700 (7,957 p.a.)
Medium	16,560 (5,520 p.a.)	34,540 (4,934 p.a.)	83,560 (4,934 p.a.)	134,660 (4,489 p.a.)
Low	7,680 (2,560 p.a.)	12,980 (1,854 p.a.)	13,880 (694 p.a.)	34,540 (1,151 p.a.)

The range of projections are based on assumptions about fertility rate, life expectancy and net migration. Fertility is the average number of births that women would have. Life expectancy is the average length of life. Net migration is the arrivals minus departures.

Table 21: Range of Assumptions for Waimakariri District

Waimakariri	Range	Fertility	Life Expectancy Male	Life Expectancy Female	Net Migration
High	2023	2.01	81.3	84.6	8,500
	2048	2.00	85.2	88.1	5,500
Medium	2023	1.90	80.8	84.1	7,000
	2048	1.79	83.9	87	4,000
Low	2023	1.79	80.3	83.6	5,500
	2048	1.58	82.3	85.6	2,500

Table 22: Range of Assumptions for Christchurch City

Christchurch	Range	Fertility	Life Expectancy Male	Life Expectancy Female	Net Migration
High	2023	1.70	80.7	84.0	6,000
	2048	1.71	84.6	87.6	15,000
Medium	2023	1.52	83.3	86.4	-1,500
	2048	1.95	84.7	88.0	7,500
Low	2023	1.51	79.7	83.0	-9,000
	2048	1.33	81.7	85.0	0

²⁷ <https://www.treasury.govt.nz/sites/default/files/2018-04/sense-partners-report.pdf>

Table 23: Range of Assumptions for Selwyn District

Selwyn	Range	Fertility	Life Expectancy Male	Life Expectancy Female	Net Migration
High	2023	2.06	85.2	88.3	18,500
	2048	2.05	89.0	91.7	7,000
Medium	2023	1.95	84.7	88.0	16,000
	2048	1.84	87.6	90.7	4,500
Low	2023	1.84	84.2	87.3	13,500
	2048	1.63	86.1	89.1	2,000

7.4.2. Most Likely Projection

The most likely projection sits within the projection range identified above. To identify the most likely projection, the growth (based on estimates) of each TA was compared to the projections within each TA. The following tables show the revised 2018 Medium and High Population Projections shown as annual averages compared with the Stats NZ Population Estimates Average of the last 5 years. The medium-term annual average is 2018 to 2028 and the long-term annual average is 2018 to 2048.

Waimakariri

Waimakariri has seen higher annual population growth than projected over the past 5 years. The following table shows population trends within Waimakariri. The 5-year estimate shows average growth of 1,650. This sits just above the average yearly High Projection. Therefore, the most appropriate projection for Waimakariri is High.

Table 24: WDC Projection and Estimate Comparison

	Medium Term (Annual Average)	Long Term (Annual Average)
Medium Projection	1,210	837
High Projection	1,580	1,254
Last 5 Year Average Growth	1,650	

Christchurch

The following table shows population trends within Christchurch. The 5-year estimate shows average growth of 1,375. This sits just below the Medium Projection. Therefore, the most appropriate projection for Christchurch is Medium.

Table 25: CCC Projection and Estimate Comparison

	Medium Term (Annual Average)	Long Term (Annual Average)
Medium Projection	1,700	2,134
High Projection	3,670	4,337
Last 5 Year Average Growth	1,375	

Selwyn

The following table shows population trends within Selwyn. The 5-year estimate shows average growth of 4,000. This sits above the High Projection. Therefore, the most appropriate projection for Selwyn is High.

Table 26: SDC Projection and Estimate Comparison

	Medium Term (Annual Average)	Long Term (Annual Average)
Medium Projection	2,920	1,940
High Projection	3,520	2,634
Last 5 Year Average Growth	4,000	

Identifying a Starting Population Projection

The 2022 Stats NZ Population Estimate is used as the starting point. This is because they are the best-known population point. The preferred projections are then recalibrated to this starting point.

Table 27: Stats NZ Population Estimates for TA

Area	2022 Population Estimate
Waimakariri	67,900
Christchurch	389,300
Selwyn	79,300
Total	536,500

Assumptions and Uncertainties

The most significant uncertainty is the impact of COVID-19 on international migration and on where people decide to live and move within New Zealand. Key assumptions are that there are no isolated impacts on the region, such as natural disasters, and no impacts on other regions that force or encourage people to move to the region. There are other government policies that could encourage or discourage where people live and what types of houses are built. This could be around transport, subsidies for different housing typologies, lending practices etc.

The potential result of these uncertainties is that a low projection becomes more appropriate. This would mean less expected growth and therefore less capacity required. While this may be a reality, the long-term projections are always uncertain, and the review of these projections should occur every three years. It is also a conservative approach for planning to project higher so that there is capacity with the timing and availability of land becoming the critical factor.

The following are the TA projections used.

Table 28: TA Population Projections

	2022	2025	2032	2052	Total Change
Total Projection	536,500	558,640	600,560	708,840	+172,340

7.4.3. Population to Household Conversion

The population was then converted to households. This uses Stats NZ Average Household Size Projection from the 2013 Household projection assumptions. The declining rate reflects the changing demographics of more older households and changing family structures. This is discussed in the Housing in Aotearoa 2020 report by Stats NZ²⁸ and the trends identified are reflected in the Stats NZ projection assumptions. The higher Selwyn figure reflects the current younger demographic as compared to Christchurch and Waimakariri, but the trend is in the same direction.

Table 29: Stats NZ Average Household Size

²⁸ <https://www.stats.govt.nz/assets/Uploads/Reports/Housing-in-Aotearoa-2020/Download-data/housing-in-aotearoa-2020.pdf>

Area	2021 Average Household Size	2024 Average Household Size	2031 Average Household Size	2051 Average Household Size
Waimakariri	2.52	2.47	2.4	2.34
Christchurch	2.54	2.52	2.49	2.45
Selwyn	2.90	2.87	2.80	2.65

7.4.4. Total Household to GCP Urban and Rest of TA Areas

Table 30: TA Urban GCP Projections

Urban GCP Household Demand	Short Term 2022 – 2025	Medium Term 2022 – 2032	Long Term 2022 – 2052
Waimakariri	1,829	4,682	11,308
Christchurch	3,208	11,782	32,103
Selwyn	3,000	8,324	23,414
Total	8,037	24,788	66,825

Table 31: Rest of TA Projections

Rest of TA Household Demand	Short Term 2022 – 2025	Medium Term 2022 – 2032	Long Term 2022 – 2052
Waimakariri	936	2,432	5,688
Christchurch	48	219	376
Selwyn	1,300	2,652	6,199
Total	2,284	5,303	12,263

7.4.5. GCP Area Household Demand by Typology

As with location above, the NPS-UD allows local authorities discretion in defining typologies, however it sets a minimum of standalone and attached dwellings. The capacity assessment uses standalone and attached (semi-detached and terraced) dwellings for typology. This is because the level of other typologies (e.g., apartments) currently in the area (and especially in Selwyn and Waimakariri) are not sufficient to distinguish from attached.

Table 32: TA GCP Urban Projection by Typology %

Urban Household Demand by Typology	Short Term 2022 – 2025		Medium Term 2022 - 2032		Long Term 2022 - 2052	
	Standalone	Multi-Unit	Standalone	Multi-Unit	Standalone	Multi-Unit
Waimakariri	92%	8%	91%	9%	89%	11%
Christchurch	78%	22%	76%	24%	72%	28%
Selwyn	97%	3%	96%	4%	96%	4%

Table 33: TA GCP Urban Projection by Typology Totals

Urban Household Demand by Typology	Short Term 2022 – 2025		Medium Term 2022 - 2032		Long Term 2022 - 2052	
	Standalone	Multi-Unit	Standalone	Multi-Unit	Standalone	Multi-Unit
Waimakariri	1,595	234	3,995	687	9,491	1,817
Christchurch	0	3,208	2,103	9,679	10,163	21,939

Selwyn	2,908	92	8,001	323	22,509	906
Total	4,503	3,534	14,099	10,689	42,163	24,662

7.4.6. GCP Household Demand by Typology with Competitiveness Margin

Following the demand analysis, the competitiveness margins outlined in the NPS-UD are applied. These are 20% in the short (to 2024) and medium (to 2031) term, and 15% in the long term (from 2031 – 2051).

Table 34: TA Urban Projection by Typology with Competitiveness Margin

Urban Household Demand by Typology + Competitiveness	Short Term 2022 – 2025		Medium Term 2022 - 2032		Long Term 2022 - 2052	
	Standalone	Multi-Unit	Standalone	Multi-Unit	Standalone	Multi-Unit
Waimakariri	1,914	281	4,794	824	11,114	2,124
Christchurch	0	3,850	2,524	11,615	11,793	25,714
Selwyn	3,490	110	9,601	388	26,285	1,058
Total	5,404	4,241	16,919	12,827	49,192	28,896

7.5. Housing Development Capacity

Housing capacity is assessed broadly using the following approach: First, the *plan-enabled* capacity is estimated and then adjusted to what is infrastructure ready. This capacity is further modified to what is *reasonably expected to be realised* based on observed patterns of development. The final step is to assess what of the plan-enabled capacity is feasible for development based on a number of general assumptions around development costs and opportunities.

Plan-enabled capacity estimates the maximum that could be built within the allowances of the district plan. For this estimate it is assumed that current dwellings and structures are removed and replaced by new dwellings that maximise the potential of the relevant zone.

'Reasonably expected to be realised' (herewith referred to as "expected"), modifies the plan-enabled capacity by applying historic land development or take-up rates (i.e., household per hectare averages) and changes in typologies. As this assessment is based on what development is actually occurring, it provides a higher degree of certainty (relative to plan-enabled) for residential density yield once a site, block and neighbourhood is fully redeveloped or developed. The *infrastructure ready* assessment removes capacity that cannot be serviced by the wider network, e.g., a wastewater system that can service only a limited number of additional houses and is not currently being considered for upgrading. These considerations are generally broader network issues rather than related to connections to main trunk network.

The feasibility assessment assesses the commercial viability of development capacity by modelling developer costs, opportunities, and potential sales prices. This approach can potentially identify those areas where the plan-enabled/expected capacity overstates the development potential. Conversely it may also identify development opportunities that produce higher dwelling yields than estimated by the expected assessment (i.e., there is the potential for higher density than has historically been the case). Lastly, feasibility can be checked against the take-up rates that inform the expected calculation. This can show that development is occurring in areas that are not modelled as commercially feasible for development but may in reality be built. Reasons being, a developer may have costs lower than the modelled costs, a developer has different profit goals, or the sales price of developed land and dwellings is higher than anticipated. This is consistent with NPS-UD 3.26.

Further details on the methodology, caveats and contextual considerations is provided in Appendix 2: Methods, Inputs, and Assumptions.

7.5.1. Plan-Enabled Capacity

This section discusses and tabulates the yield based on the underlying District Plan zoning and associated rules. Capacity is determined from an assessment of both vacant and built land, incorporating redevelopment (intensification) and greenfield development potential. Plan-enabled is outlined in the NPS-UD (in section 3.4) as:

Table 35: NPS-UD Capacity, Timeframes, and Implications

Timeframe	Includes
Short	Land that is zoned (either permitted, controlled, or restricted discretionary) in an Operative District Plan.
Medium	Land that is zoned (either permitted, controlled, or restricted discretionary) in an Operative or Proposed District Plan.
Long	Land that is zoned (either permitted, controlled, or restricted discretionary) in an Operative or Proposed District Plan or land identified as Future Urban in an FDS.

The approaches for each district are slightly different as they have different areas of emphasis. While the approach to the greenfield capacity assessment is consistent across the three districts, the approach to assessing additional capacity within the existing urban areas reflects the emphasis placed upon intensification and the capacity for intensification within each district. Christchurch City and Waimakariri townships having a greater redevelopment potential compared to the 'new towns' within Selwyn.

Capacity from suburban infill in Christchurch City (i.e., subdividing the vacant rear part of an existing allotment) is limited, with most plan-enabled permitted development opportunities having already been taken-up. Infill is still however possible outside of permitted development where a resource consent may be needed. The majority of intensification opportunities in Christchurch are through the comprehensive site or multiple site redevelopment approach. For Selwyn and Waimakariri, capacity is focused more on greenfield uptake and backfill capacity in suburban zones, with less focus on comprehensive site redevelopment. This is due to a combination of a number of factors including market forces, the age of existing housing stock (i.e., more recent development), past patterns of development, and the size and form of the townships.

Christchurch City Council

Analysis of plan-enabled (theoretical) and expected capacity was undertaken at an urban block level, where attributes were assessed for the:

- current level of housing development,
- average density of the block,
- potential minimum and maximum 'plan enabled' density, and the anticipated density based on recent patterns of development.

A range of outputs were generated from this analysis to compare the difference between the current density of the block compared to the various measure of potential density of the block, i.e. the anticipated net gain in housing should development occur. Other determinants of capacity were as follows:

- Land zoned *Residential Guest Accommodation* was excluded as it is anticipated that this is used for hotels and not housing.
- Land within the *Accommodation and Community Facilities Overlay* was excluded as currently it is used and encouraged for accommodation (which could provide around 600 additional households).
- Land within the High Flood Hazard area was excluded as the District Plan seeks to avoid development within these areas due to the flood risk.
- *Commercial Zones (outside the Central City)*: The Commercial Core, Commercial Local, Commercial Banks Peninsula, and Commercial Mixed Use Zones all permit residential activity located either above or at the rear of a development site. Since the earthquakes, more residential units located within commercial areas have been removed than have been built. So, while there is potential capacity within these areas, the recent evidence suggests it is not occurring and, therefore, is not included within this capacity assessment.

- *Commercial Central City*: While areas such as the 'Frame' and the Central City Mixed Use Zone have been included in the assessment, the potential within the Commercial Central City Business Zone, which permits housing above the ground floor, requires more work to determine its potential capacity. Therefore, this land is currently excluded until more work is undertaken on potential capacity.
- *Papakāinga/Kāinga Nohoanga Zone* allows contiguous Māori land (identified through Te Ture Whenua Māori Act 1993) to be treated as one site and has no site density controls. This provides potential for a wide variation in density. More work needs to be done to determine the potential capacity and the extent of recent take-up within this zone and therefore, this land is currently excluded from the capacity assessment.
- *Non-residential activities in residential zones*: Currently 2.7% of residential sites are occupied by non-residential activities, including halls, education, and community facilities. This adjusts the theoretical capacity by 2%.
- *Residential Medium Density (RMD) Zone*: The theoretical capacity applied is based on modelling of the zone standards. The modelling shows that a density of 120hh/ha is possible where the development potential of the site is maximised. Recognising that that it is unlikely to always be possible to maximise development outcomes this has been reduced to 100hh/ha. Analysis of recent development activity shows that a more typical density outcome is in the 60 to 90 hh/ha range, where a multi-unit modest sized townhouse development approach used, typically on a single land parcel. The majority of developments in the RMD zone are of this type. Developments achieving higher densities have been completed and these are typically associated with larger development sites.
- *Residential Central City Zone*: This provides for high density housing, with a higher height limit than the RMD zone, resulting in a theoretical potential yield in well in excess of 100hh/ha. Historically, developers have not generally taken full advantage of the enabled height limit but have instead limited development to two and three stories townhouse typologies. There are however examples of multi-storey apartment buildings that achieve densities of over 200hh/ha. Townhouse development with dedicated on-site car parking are commonly achieving 60 to 80hh/ha. Townhouse development with no on-site parking (which are becoming more common) are often exceeding densities of 150hh/ha.
- *Commercial Mixed Use Zone*: This zone enables residential activity. There are a number of recent (since 2018) examples of development in the zone. Typically, development outcomes are similar to those of the Residential Central City zone, achieving in excess of 100hh/ha in a number of development examples.
- *Residential Suburban Density Transition Zone*: This zone has been operative since the 2016 District Plan review enabling development of multi-unit housing in addition to single detached dwellings. At the time of the 2018 Capacity Assessment there were few examples of multi-unit developments that had taken advantage of the new plan provisions. However, this is now a common development outcome in the zone, with development typologies similar to those for the RMD zone, namely two storey terrace and duplex townhouses. Density outcomes are usually fall in the 60 to 80hh/ha range.
- *Minor Residential Units, Retirement Villages within all Residential Zones*: Within the Christchurch District Plan minor residential units are permitted activities within the Residential Suburban Zone. This allows for small, independent units to be built on sites greater than 450m². As such for all Residential Suburban zoned sites greater than 450m² there is capacity for an additional unit. The provision for Minor Residential Units is new in the District Plan, the previously provisions were limited to family flats and therefore not directly comparable. Consequently, it is not possible to accurately make an assessment of the likely update of Minor Residential Units in the Christchurch City reasonably expected to be realised capacity.
- *Retirement villages* are permitted activities throughout the Residential Suburban Zone and could also increase the total theoretical capacity, however more detailed analysis work is required to understand and identify future potential retirement village locations and significance on capacity. Therefore, retirement villages are currently excluded from the capacity assessment density calculation.
- *Enhanced Development Mechanism (EDM)*: The EDM allows for comprehensive development if it meets certain criteria. This again could provide for greater housing densities and overall capacity; however likely development or uptake is limited, and similar density outcomes can be achieved within the rules of the zones where the EDM applies. This additional potential yield has therefore been excluded from the capacity calculation.

Selwyn and Waimakariri District Council

The Selwyn and Waimakariri District plans were both under review at the time of this assessment. This assessment is based on the proposed plan zonings, as well as the variations to the proposed plans to comply with the Enabling Housing Act.

This evaluation excludes rural zones and existing development areas / small settlements in both district plans. In Selwyn, the following areas have also been included as plan enabled capacity:

- South Faringdon (Special Housing Accord Area)
- Acland Park (Special Housing Accord Area)
- South-East and South-West Faringdon (COVID fast-track approved area)
- Faringdon Oval (PC70) (COVID fast-track approved area)
- Approved plan changes; PC68, PC69, PC71 and PC72²⁹.

Housing supply for Selwyn and Waimakariri has been reported from the Selwyn Capacity for Growth Model (SCGM) and Waimakariri Capacity for Growth Model (WCGM), both models having been prepared by Formative Limited. These two models assess capacity at a site-specific level. This estimates housing supply at a site-specific level by combining geospatial data with District Plan subdivision density standards, permitted activity bulk and location rules and accounting for 'vacant' (where there are no consented buildings on the site) and 'vacant potential' (where potential exists to subdivide based on the subdivision standards) land to determine the theoretical capacity of each property²³.

For both the SCGM and WCGM the following assumptions have been applied:

- 'Undevelopable' lots have been removed, including roads and railways, hydrological features, vested roads and reserves and designated sites;
- Dwelling typology is assumed to be what the District Plans enable;
- Estimates are rounded down to the nearest whole number;
- Amalgamation of parcels is not accounted for;
- That 25% of land area is set aside for infrastructure;
- That no commercial buildings will be constructed in residential zones³⁰.

This parcel specific information has been aggregated up to the TA level for reporting capacity.

Table 36: Plan Enabled Urban Capacity

GCP Urban Capacity	Short 2021 – 2024	Medium 2021 – 2031	Long 2021 – 2051
Waimakariri	79,345	79,345	79,345
Christchurch	544,000	544,000	544,000
Selwyn	108,024	108,024	118,554
Total	731,369	731,369	741,899

7.5.2. Reasonably Expected to be Realised

This section outlines what is reasonably expected to be realised or 'expected capacity'. This follows the process outlined in 3.26 (2) (c) where the information regarding past developments trends modifies the plan-enabled capacity by changing the densities and scale of potential development. This capacity is then tested as to whether it is feasible. The total theoretical capacity within Greater Christchurch is 213,427 dwellings and reasonably expected to be realised capacity is 84,539 dwellings, being a difference of some 128,888 households. This is largely due to the difference in theoretical and modified density counts for Christchurch and the spatial analysis for Selwyn and Waimakariri.

Christchurch

²⁹ PC69, PC71, and PC72 are under appeal and could change capacity once resolved.

³⁰ Home office/small business can cohabit within residential dwellings.

In Christchurch, the largest difference between plan-enabled and expected capacity, results within the Residential Medium Density (RMD), Residential Central City (RCC), Residential Suburban Density Transition (RSDT) and Residential Suburban (RS) zones. What is plan-enabled is significantly more than the densities that have historically and, until relatively recently, are being achieved (built). However, the trend is towards an increasing density through redevelopment, particularly within the RMD and RSDT zones. For the RMD zone a study of the Riccarton area has shown a progressive increase in density over time. For the RSDT zone there is an increasing utilisation of the multi-unit provisions introduced through the District Plan Review (refer Decision 10, July 2016), leading to site and block densities much closer to the RMD zone.

Table 37: Christchurch Residential Density Assumptions

Zone / Overlay	Theoretical (hh/ha)	Modified (hh/ha)	Reason
Residential Suburban	25	15.9	Theoretical - 400m ² minimum lot size – DPR 14.4.1.3 RD1
Residential Suburban Density Transition	70	50	Theoretical - Potential from RSDT and RMD modelling. Theoretical increased to 70hh/ha recognising the potential for multi-unit development enabled in the zone. Modified – observation of recent (last two years) of multi-unit development activity in the zone.
Residential Medium Density	100	60	Theoretical - Potential from RSDT and RMD modelling Modified - Potential from Riccarton evidence (discussed above) and revised upwards based on observations of recent development activity more widely across the zone.
Residential New Neighbourhood	15	15	Theoretical and Modified - Residential Policy – 14.2.1.1 a. iv.
Residential Central City	150	100	Theoretical - 200m ² minimum lot size – DPR 14.6.2.11, however comprehensive development possible. Modified – observations of recent development activity, noting that there is a wide range in density outcomes driven by typology and whether on-site parking is provided. All observed development typologies are achieving high density outcomes.
Residential Hills	17	9.6	Theoretical - 585m ² minimum lot size – DPR 14.7.1.3 RD1
Residential Large Lot	7	2.8	Theoretical - 1350m ² minimum lot size – DPR 14.9.1.3 RD2
Residential Banks Peninsula	25	11.9	Theoretical - 400m ² minimum lot size – DPR 14.8.2.1 a. i.
Residential Small Settlement	10	6.6	Theoretical - 1000m ² minimum lot size – DPR 14.10.2.1 a. i.
Community Housing Redevelopment Mechanism	65	40	Overlay allows up to 65 hh/ha in RS zone. Modified is based on density achieved by Kāinga Ora redevelopment projects (conservative estimate – higher densities have been achieved in some instances).

East Frame	900 households	900 households	Based on consent data for housing units and the master plan
RS - Existing Rural Hamlet Overlay	5	5.7	2000m ² minimum lot size – DPR 14.4.3.2.1 b. ii.
RS - Peat Ground Condition Constraint	5	5.1	2000m ² minimum lot size – DPR 14.4.3.2.1 b. ii.
RS - Stormwater Capacity Constraint Overlay	52 households	52 households	Existing allotments at June 1995 – DPR 14.4.3.2.1 b. ii.
RMD - Medium Density (Higher Height Limit and Individual Site Density) Overlay	100	60	Theoretical - Potential from RSDT and RMD modelling Modified – As per RMD, adjusted for height limit
RMD - Residential Medium Density Lower Height Limit Overlay	100	60	Theoretical - Potential from RSDT and RMD modelling Modified – As per RMD, adjusted for height limit
RH - Residential Hills Density Overlay	13	3.7	Theoretical - 765m ² minimum lot size – DPR 14.7.1.3 RD1
RH - Residential Mixed Density Overlay – 86 Bridle Path Rd	9 households	9 households	Stated households – DPR 14.7.2.1 a. iv.
RH - Residential Mixed Density Overlay – Redmund Spur	400 households	400 households	Stated households – DPR 14.7.2.1 a. iii.
RLL - Residential Large Lot Density Overlay	3	1.9	Theoretical - 2700m ² minimum lot size – DPR 14.9.1.3 RD2
RLL - Residential Large Lot Density Overlay Allandale	24 households	24 households	Lots identified on ODP – 8.10.13
RLL - Residential Large Lot Density Overlay Samarang Bay	8 households	8 households	Lots identified on ODP – 8.10.12
RBP - Diamond Harbour Density Overlay	16	7.4	Theoretical - 600m ² minimum lot size – DPR 14.8.2.1 a. ii.

RSS - Kāinga Overlay 1 and 2	22	8.2	Theoretical - 450m ² minimum lot size – DPR 14.10.2.1 a. v.
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Selwyn

The Selwyn growth model utilises parcel-based information to determine the amount of additional capacity in the towns in the district. This breaks it down to Plan-Enabled, Infrastructure Ready, Reasonably Realised, and Feasible. Different levels of capacity recognises that the market rarely provides for housing to the densities and typologies enabled by District Plan subdivision standards and land use rules. It also accounts for the reality that there will be a range of lot sizes as a consequence of natural features, demand profiles and infrastructure needs.

The reasonably expected to be realised capacity is an estimate of the contemporary level of development that is being produced by the market within sample areas using spatial data to determine the extent to which the realised subdivision density is consistent with the underlying zones. The reasonably expected to be realised capacity outputs have been aggregated up to the TA level for the purposes of reporting. Key assumptions within the growth model are briefly summarised as follows:

Table 38: Selwyn Residential Density Assumptions

Assumption	Reasonably Expected to be Realised
Infrastructure	25%
Medium Density Residential Zone Greenfield Sites	Rolleston – 500m ² Lincoln – 650m ² Prebbleton – 700m ²
Medium Density Residential Zone Infill Sites	Rolleston – 300m ² Lincoln – 300m ² Prebbleton – 300m ²
General Residential Sites	West Melton – 700m ²
Large Lot Sites	Rolleston – 6,000m ² Lincoln – 6,000m ² Prebbleton – 6,000m ² West Melton – 6,000m ²

For more information on how growth model process, see Appendix 3: Formative Model Process.

Waimakariri

Similarly to Selwyn, the Waimakariri growth model utilises parcel-based information to determine the modified or reasonably expected to be realised capacity. This adjusts the plan-enabled capacity in recognition that the market rarely provides for housing to the densities and typologies enabled by District Plan subdivision standards and land use rules. The reasonably expected to be realised capacity is an estimate of the contemporary level of development that is being produced by the market within sample areas using spatial data to determine the extent to which the realised subdivision density is consistent with the underlying zones. The reasonably expected to be realised capacity outputs have been aggregated up to the TA level for the purposes of reporting.

Table 39: Waimakariri Residential Density Assumptions

Assumption	Reasonably Expected to be Realised
Infrastructure	25%
Medium Density Residential Zone Greenfield Sites	Rangiora – 500m ² Kaiapoi – 500m ² Woodend – 500m ² Pegasus – 500m ²

Medium Density Residential Zone Infill Sites	Rangiora – 300m ² Kaiapoi – 500m ² Woodend – 300m ² Pegasus – 300m ²
General Residential Sites	Oxford – 600m ²
Large Lot Sites	Rangiora – 6,000m ² Kaiapoi – 6,000m ² Woodend – 6,000m ² Mandeville – 6,000m ² Ohoka – 6,000m ²
Settlement Zone	Small Settlements – 1,000m ²

For more information on how growth model process, see Appendix 3: Formative Model Process.

Reasonable Expected to be Realised Capacity

Table 40: Reasonably Expected to be Realised Urban Capacity

GCP Urban Capacity	Short 2021 – 2024	Medium 2021 – 2031	Long 2021 – 2051
Waimakariri	15,234	15,234	15,234
Christchurch	94,000	94,000	94,000
Selwyn	22,067	22,067	23,022
Total	131,301	131,301	132,256

7.5.3. Reasonably Expected to be Realised and Infrastructure Ready

This section summarises the actual and likely availability of development infrastructure and additional infrastructure in the short, medium, and long term, as required under Policy 3.4 of the NPS-UD. This is whether there is water supply, wastewater, stormwater, and land transport infrastructure available to support the development of residential land. Infrastructure ready (as outlined in 3.4) means the following:

Table 41: NPS-UD Infrastructure Timeframes and Implications

Timeframe	Includes
Short	Adequate existing development infrastructure is available.
Medium	Adequate existing development infrastructure is available or funded through the LTP.
Long	Adequate existing development infrastructure is available or funded through the LTP or the Infrastructure Strategy.

The infrastructure assessment considers whether any area currently zoned for residential activity over any timeframe faces a specified constraint on development. The explicit capacity of development infrastructure is difficult to do as infrastructure models are designed to meet household projections. The approach to identifying the availability of infrastructure was to determine any areas where a lack of development infrastructure or additional infrastructure would impede or prohibit the potential development of a site or sites for housing. Areas that require additional development costs, such as on-site stormwater storage capacity, were identified but not excluded from the capacity as these do not impede development directly (but do add costs). These additional costs of development will be quantified, and the impacts considered, within the housing feasibility assessment.

Generally, no zoned land is significantly impeded in such a way that would make development or intensification impossible. This is principally because land identified within the CRPS required infrastructure and therefore was programmed for servicing. Also, there are no identified infrastructure

constraints for the balance of the Living/Residential Zones that would preclude intensification to the densities prescribed in either the Selwyn or Waimakariri District Plan.

Christchurch

The assessment of infrastructure capacity for wastewater and stormwater networks, is different for intensification areas than greenfield. For greenfield areas, new infrastructure is appropriately sized and designed to service the planned scale of the new neighbourhoods. In the case of intensification (redevelopment) areas, the explicit capacity of development infrastructure is more complex to assess. Infrastructure models to date, have been based upon the application of household projections to catchments, rather than the modelling of theoretical or 'reasonably expected to be realised' household capacity. More detailed modelling will need to be undertaken to identify whether there are capacity issues to service all plan-enabled and expected capacity. In the interim, the infrastructure assessment has focused on identifying those locational areas where there is a lack of development infrastructure or feasible infrastructure solution, resulting in restrictions on connections to the Council's network, and/or obtaining of a building consent.

Wastewater - Except for a few locations, generally no zoned land is impeded in such a way that would make development impossible in the short to medium term. There are some 'spot' locations and/or sites that require alternative solutions for connections, however this is an impact on development costs (and so feasibility), not strictly land development capability. Alternative solutions (local pressure sewer system to attenuate wastewater in wet weather) enable development without exacerbating overflow issues and further compromising Council's ability to meet is consented overflow conditions.

Greenfield areas known as Highfield (1000 potential homes) and East Papanui (approximately 400 potential homes) require either the planned upgrades to be completed by Council or alternatively developer led. For the purpose of this assessment, these areas have been deemed infrastructure ready in the medium term.

Parts of Shirley and Aranui are within a vacuum sewer catchment, where there is no additional capacity for new sewer connections until a solution is developed. It is not known at this stage what the number of potential new houses are restricted until further modelling is undertaken. However, for the purpose of recording a number 600 have been estimated as constrained in the long term as neither a programme of work, nor any planned investment has been committed under the Long Term Plan, nor Infrastructure Strategy. This reduces the plan-enabled capacity by a total of 1000 households.

Water Supply - There are no water supply constraints to development within the Christchurch area, as all required major upgrades have either been undertaken in recent years or are planned to be undertaken within the next ten years in the 2021-2031 LTP. Over the next ten years a key focus for the water supply asset will involve over \$200 million investment in the improvement and maintenance of the reticulation network, to reduce leakages and improve the long-term sustainability of the water supply.

Stormwater - Stormwater treatment facilities and waterway enhancement programmes will involve retrofitting existing and creating new facilities within the Avon, Styx, and Heathcote catchments. Throughout Christchurch, stormwater capacity is not identified as a significant restraint to residential development, as most sites have the ability to mitigate effects on site. Land development is therefore not precluded, rather for certain sites there will be an increased development cost associated with providing on-site mitigation infrastructure. Areas that require additional development costs, such as on-site stormwater storage capacity, were identified but not excluded from the capacity as these do not impede development directly (but do add costs).

Facilities and open space - Council's facilities include libraries, sports and recreation centres, pools, stadia, camping grounds, art gallery and museum, community centres, bus exchange and corporate accommodation. There has been extensive rebuilding and repairs of facilities post-earthquakes, resulting overall in a modern network of well-designed buildings able to cater for optimal usage and meet citizens expectations. Council's investment over the next ten years will be to complete the Te Pou Toetoe (Linwood) indoor swimming pool and community spaces; the metro Sports Facility; Hornby library, customer services and rec and sport centre; and the Canterbury Multi-Use Area. These together with the existing network will adequately support a growing population well into the future. In respect to parks and open space, there exists an extensive network of parks asset sites and facilities across the

city. Network plans are being developed to guide Council's further investment and importantly the prioritisation of new developments and upgrades to meet community needs equitably and within available resources.

Transport - Throughout Christchurch, all existing and planned urban areas have access to core transport links, corridors, and public transport. Identified areas of future growth (RNN) have led to upgrades to transport links to be programmed. These upgrades include Cashmere Rd, Lincoln Rd and Whiteleigh Ave, public transport and cycleway improvements. Areas of intensification around the city are supported through various transport programmes, notably improvements to the public transport and cycling network, which become more viable through intensification. However, growth is also likely to lead to reductions in the level of service and capacity on the transport network, which will result in increasing delays and congestion. Over the next 10 years Council is investing \$551.8 million in upgrading roads, footpaths and road infrastructure, and a further \$746 million on operational costs.

Selwyn

Wastewater - The East Selwyn Sewer Scheme has capacity, with additional upgrades planned and undertaken when population thresholds are met or where developers need to extend sewer mains and install lateral connections at the time of subdivision. Further, master planning and supporting Development Contribution policies are in place in the 2015-25 LTP.

Water Supply - Generally, bulk water infrastructure is planned and will be constructed as required, with developers needing to extend water mains and install lateral connections to the primary network at the time of subdivision. Further, master planning and supporting Development Contribution policies in place in the 2015-25 LTP. Some development areas in Lincoln, Rolleston, and Prebbleton require water supply and utility upgrades, which are programmed for upgrades by 2028. Developers have an option to progress these upgrades privately within a shorter timeframe in response to the timing and sequencing of development.

Stormwater - Generally, stormwater capacity is available or possible for all sites that have been zoned for development with an Integrated Stormwater Management System established in Lincoln.

Transport - Urban areas have access to transport links, including the Main Trunk and Midland Lines and State Highway 1, 73 and 75. The Southern Motorway extension and Four-Laning of State Highway 1 to Rolleston has recently been completed. Future growth is enabled through progressive upgrades to transport links, which have been either undertaken or are programmed to ensure there is sufficient capacity within the strategic transport network to accommodate growth needs over time.

Waimakariri

Wastewater - Generally, there is wastewater capacity across the urban areas. Several rural-residential areas require upgrade and ongoing work to increase capacity is either underway or programmed for works.

Water Supply - Generally, there is water supply capacity. Several rural-residential areas require upgrade and ongoing work to increase capacity is either underway or programmed for works.

Stormwater - Generally, there are no stormwater constraints. Areas, such as East Rangiora and Ravenswood will require Stormwater Management Plans for development.

Transport - Generally, throughout Waimakariri, urban areas have access to transport links, including the Main Trunk (State Highway 1 and 71). The Northern and Western Corridor improvements were recently completed. Identified areas of future growth are aligned to upgrades to transport links, which have been either undertaken or programmed to integrate development in the strategic transport network.

Additional Infrastructure

Policy 10 of the NPS-UD states that councils should also engage providers of development infrastructure and additional infrastructure to achieve integrated land use and infrastructure planning. Additional infrastructure covers other providers that met a broader need, it is defined as:

- public open space;
- community infrastructure (as defined in section 197 of the Local Government Act 2002);
- land transport (as defined in the Land Transport Management Act 2003) that is not controlled by local authorities;
- social infrastructure, such as schools and healthcare facilities;
- a network operated for the purpose of telecommunications (as defined in section 5 of the Telecommunications Act 2001); and
- a network operated for the purpose of transmitting or distributing electricity or gas.

Government departments who provide development and additional infrastructure include:

- Kāinga Ora Homes and Communities as providers of public housing and partners with the development community, Māori, local and central government on urban development projects.
- Department of Conservation as providers of large public open space;
- Ministry of Social Development as providers of social infrastructure;
- Waka Kotahi as providers of land transport;
- Ministry of Education as providers of schools;
- Ministry of Health as providers of healthcare.

As part of the next steps (Phase 2) to the HCA the additional infrastructure providers will be engaged to identify whether there are any constraints to the long-term development capacity. Government departments will be involved with the development of the Greater Christchurch Spatial Plan (next Future Development Strategy) and it is through this process that any capacity issues and opportunities regarding housing, social, health and transport infrastructure will be identified, further assessments undertaken, and required responses agreed.

Reasonable Expected to be Realised and Infrastructure Ready Capacity

Table 42: Reasonably Expected to be Realised Urban Capacity

Urban Capacity	Short 2021 – 2024	Medium 2021 – 2031	Long 2021 – 2051
Waimakariri	14,914	14,914	14,914
Christchurch	94,000	94,000	94,000
Selwyn	22,067	22,067	23,022
Total	131,301	131,301	132,256

7.5.4. Feasible Capacity

The feasible calculation is based on the previously developed MBIE/MfE Feasibility Tool. Feasibility is in two stages, land development and build development. Feasible is defined in the NPS-UD as the following:

Table 43: NPS-UD Feasibility Timeframes and Implications

Timeframe	Includes
Short	Commercially viable to a developer based on the current relationship between costs and revenue.
Medium	Commercially viable to a developer based on the current relationship between costs and revenue.
Long	Commercially viable to a developer based on the current relationship between costs and revenue, or any reasonable adjustment to that relationship.

The approach to modelling commercial feasibility is based on a number of assumptions that can be altered to produce different results.

The Land Development Model uses the MBIE/MfE Feasibility Tool as its base. This outlines a range of costs to be considered in calculating the commercial viability of a development of land to a subdivided section. This calculation determines whether the section sales price is sufficient to cover the cost of development. Costs were undertaken by Harrison Grierson on behalf of the partnership, and these are outlined in the supporting documents. Land values and sales prices were sourced from QV and developers. Land Development was applied to greenfields within the district that are undeveloped, with the assumption that greenfield currently underway are feasible. The value of each land holding within a typical greenfield can vary dependent on the size of the lot and the proximity to existing urbanised areas. A standardised land value (at square metre) for each greenfield is generally not consistent across the various land parcels in each greenfield. For example, a land parcel with an existing house is generally worth more per square metre than a land parcel without a dwelling. Smaller land parcels also trend towards a higher square metre value than larger land parcels. The Build Development Model uses the MBIE/MfE Feasibility Tool as its base. This outlines a range of costs involved in building to be considered in calculating the commercial viability of building a dwelling on a section. The calculation determines whether the dwelling price is sufficient to cover the costs of development. Costs were provided by WTP on behalf of the partnership, and these are outlined in the supporting documents. Capital values, last sales and zoning provisions from the councils and sale price information from QV. Redevelopment sites are the existing cadastral boundaries of sites within the residential zoned areas. The Build Development Model did not include an assessment of land development costs. All development sites were considered to be acceptable to develop for housing without the need for land development work (e.g., sites are serviced for infrastructure and do not require earthworks for stormwater attenuation), although site preparation work is assumed to be required (e.g., removal of existing dwellings and other structures, site clean-up).

Financial Data from Stats NZ³¹ helps show income and expenditure and profit from land development and subdivision and house construction. In 2019, the average profit in land development was 23%, whereas for house construction it was 6.6%. These percentages have been used in the feasibility assessments.

Christchurch Feasibility Assessment

The MfE Feasibility Tool was used as the basis for assessing both redevelopment and new greenfield capacity. Land value (or purchase cost) remains a key determinate of the feasibility for greenfield development. Two approaches were taken; the first of these was to assume the rated Capital Value was a proxy for the land value. The second approach was to apply a land value calculated from examining the pattern of historic subdivision in one example greenfield area (this being the South Halswell Outline Development Plan Area – refer to Christchurch District Plan, Chapter 8 Appendix 8.10.20). The land value was then adjusted to account for the proportion of the parcel occupied by an existing dwelling and/or ancillary buildings.

The improvement value component was subtracted from the capital value of the land parcel as a whole and assigned to a smaller section encompassing the improvement. The capital value of the remainder of the land parcel then better reflected the actual land cost to developers (essentially the improvement value component of the purchase could be sold again, albeit on a smaller section thereby cancelling out some the cost). In almost all Christchurch greenfield developments, the rural dwelling and surrounds are subdivided off prior to or part of the land development. The result being that on average the land value input equated to only 75 percent of the overall recorded capital value for any one land parcel in a greenfield area.

The MfE Building Development Model is the basis for establishing the feature, attribute and value inputs into a GIS-based redevelopment model that has been used to assess feasible capacity for the existing urban area. Essentially, the GIS-based model replicates the process of the Building Development Model for each potential development site within Christchurch, taking into account the rules of the District Plan, the underlying value of the land and improvements, existing development and development costs, and then applying a series of test development typologies appropriate for the zone and based on recent development outcomes (including the sale price developers are typically setting). The outcomes of typology testing are then compared to determine which the most feasible development is, and this determines what the housing yield is for a site. The parameters for development are:

³¹ <https://statisticsnz.shinyapps.io/bpbench/>

- Where there is more than one feasible development typology per site, the typology with the highest profit is selected to determine the housing yield.
- Development typologies assessed are based on averages of key attributes of observed development outcomes in the each assessed zone from the last two years of development activity.
- Recession plane deductions for upper-level floor space has been estimated.
- Minimum subdivision size for each zone applies (where appropriate).
- Demolition costs are based on existing building(s) footprint in each parcel and includes accessory buildings. These are estimated from building footprint data which is based on aerial photography approximations. A standard square meter cost has been applied, therefore the approach does not take into account site or building specific attributes that may increase the cost of demolition.
- Each redevelopment site is assumed to be cleared (i.e., this is not an assessment of infill development, and no existing structures are retained).
- The Technical Category of the land determines the foundation cost to apply.

For redevelopment in Christchurch within the RMD, RSDT and RCC zones, the patterns of development since the 2018 Capacity Assessment suggest the market has become more aligned with what can be delivered in the post-2016 District Plan Review zones (these being more enabling of intensification). A townhouse typology of two storey, two/three-bedroom, multi-unit homes is currently the typical development outcome for the RMD and RSDT zone, and (in a more dense and often higher form) a typical development in the RCC zone. This typology delivers consistently medium density development, well in excess of the zone minimum density for the RMD and RCC zones. The RSDT zone does not require a minimum density yield, but density outcomes are above historical yields. It has been observed (through consents) that density outcomes do tend to increase where larger and/or amalgamated sites are developed, however the development typology outcomes are broadly the same.

Sales price tends to be generally consistent between developments in the same area and has seen significant growth in recent months. For the Central City, developers are increasingly building projects with fewer car parks than the number of homes or in some cases no car parks. This has increased the overall densities being achieved, even where townhouse typologies are being used in the Central City. Developers are investing more widely across the Central City, including within the Central City Mixed Use zones (the capacity of which was not assessed in 2018) achieving similar development outcomes as for the RCC zone.

Recent patterns of development have formed the basis for the Christchurch modelled typologies assessed (see Table 46), which do differ from those tested in the previous 2018 Capacity Assessment.

Table 44: Christchurch Typology Sensitivity Tests

Zone	Typical Typology	Others Tested
RSDT	One/Two storey townhouse, 70 to 80 square meters, single carpark	Subdivision for zone minimum, detached single storey dwelling.
RMD	Two/Three storey townhouse, 70 to 105 square meters, single carpark	Low-rise, walk-up apartment (three storey)
RCC	Two/Three storey townhouse, 70 to 105 square meters one/no parking	Low-rise and mid-rise apartment (up to five storey)
CCMU	As RCC	As RCC
Other Zones	For infill and subdivision detached dwellings in new separate sites.	

The modelled feasible capacity for Christchurch has maximised feasibility within the development potential enabled by the plan. This does not in itself lead to built outcomes. Other scenarios where model inputs are reflective of real-world development outcomes, will produce a lower level of overall feasibility. It is possible that upon full redevelopment and development of urban areas, the actual realised density will fall between the reported feasible and expected calculations. Noting however, as

stated for Christchurch there have been exclusions from the assessment which if included are likely to increase capacity.

Selwyn and Waimakariri Feasibility Assessment

The Selwyn and Waimakariri growth models also assess feasibility. The model considers building costs, land values, sales revenues, and industry average profit margins. This considers feasibility of infill, redevelopment, and greenfield. Generally, this is a financial tool that tests whether development could return a profit. The feasibility assessment covers land development, greenfield buildings, and brownfield buildings.

For more information on how growth model process, see Appendix 3: Formative Model Process.

7.5.5. Summary of Feasible Capacity

Table 45: Feasible Urban Capacity

Urban Capacity	Short 2021 – 2024	Medium 2021 – 2024	Long 2021 – 2051
Waimakariri	5,950	5,950	14,450
Christchurch	94,000	94,000	94,000
Selwyn	11,550	11,550	24,100
Total	111,500	111,500	132,550

7.5.6. Take-Up

This section summaries the rates of take-up over the past 10 years as the basis to then estimate future rates of take-up. This shows net new dwellings by TA. This informs the 'reasonably expected to realised' section in two ways, providing understanding of current development, as well as understanding development that is occurring but not modelling as feasible. The 2011 earthquakes significantly affected take-up rates for Christchurch City, particularly in terms of redevelopment of the existing urban area (i.e., new dwellings achieved through intensification). Consequently, using a 10-year average take-up rates will produce abnormal results and therefore a longer range of take-up rates have been used to smooth out inconsistencies. The information below is collated and released by Stats NZ³². Multi-Unit contains what Stats NZ classifies as: apartments; retirement village units; townhouses; flats; and other.

Table 46: Take-Up across TAs

Year	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Waimakariri Total	562	429	341	457	527	1,071	1,248	961	633	730	551	694	638	551	895	832
Waimakariri Standalone	526	401	312	423	478	1,045	1,127	819	577	465	524	579	587	515	839	753
Waimakariri Multi-Unit	36	28	29	34	49	26	121	142	56	265	27	115	51	36	56	79
Christchurch Total	2,381	1,286	1,250	1,492	980	1,511	2,539	4,389	3,969	3,211	2,522	2,356	2,686	2,982	4,005	5,212
Christchurch Standalone	1,305	798	840	1,071	710	967	1,868	3,115	2,303	1,914	1,475	1,248	1,305	1,480	1,612	1,755
Christchurch Multi-Unit	1,076	488	410	421	270	544	671	1,274	1,666	1,297	1,047	1,108	1,381	1,502	2,393	3,457
Selwyn Total	740	506	394	394	443	772	1,274	1,318	1,231	1,261	1,257	1,034	1,288	1,726	1,928	1,926
Selwyn Standalone	724	497	387	393	439	766	1,270	1,284	1,210	1,179	1,227	1,016	1,258	1,605	1,763	1,746
Selwyn Multi-Unit	16	9	7	1	4	6	4	34	21	82	30	18	30	121	165	180
3 TAs Total	3,683	2,221	1,985	2,343	1,950	3,354	5,061	6,668	5,833	5,202	4,330	4,084	4,612	5,259	6,828	7,970
3 TAs Standalone	2,555	1,696	1,539	1,887	1,627	2,778	4,265	5,218	4,090	3,558	3,226	2,843	3,150	3,600	4,214	4,254
3 TAs Multi-Unit	1,128	525	446	456	323	576	796	1,450	1,743	1,644	1,104	1,241	1,462	1,659	2,614	3,716

Observations – Christchurch redevelopment

Building consent data continues to show a strong uptake of redevelopment capacity in the Christchurch zones that enable intensification. This is particularly evident in the inner-suburbs, close to the Central City. The Central City has also seen development activity increase in the last two years. Consequently, most new homes supply in Christchurch is now from redevelopment rather than greenfield.

³² <https://www.stats.govt.nz/information-releases/building-consents-issued-december-2022/>

Analysis of Take Up compared to Feasibility

The current take-up within the TAs shows all areas experience positive growth, it also shows why what is reasonably expected to be realised is also feasible. Additional analysis of take-up is found in section 6.1.

8. NPS-UD Requirements and Response

There are several changes to this HCA following the previous capacity work that aligns with feedback received and the change in National Policy Statement.

NPS-UD changes from NPS-UDC

This table highlights the key changes between the national policy statements and how Greater Christchurch has responded to it.

Table 47: Changes between NPS-UDC and NPS-UD

Change	Response
Implementation 3.21 seeks engagement with development sector, providers of infrastructure, and others with important information.	The partnership has commissioned a development sector survey to invite responses on capacity and future development
Implementation 3.23 seeks analysis of how planning and infrastructure decisions impact the competitiveness and affordability of the local housing market for different groups of the community.	This capacity assessment contains sections relating to monitoring, affordability, housing need, preferences, and trade-offs, influencing factors, and specific community demand such as Māori housing demand and other migrant demand. This information will help inform planning decisions.
Implementation 3.24 (1), 3.25 (2), and 3.27 (2) requires assessing demand, development capacity, and sufficiency of capacity by type and location.	This capacity assessment provides analysis of demand by territorial authority and typology and includes the competitiveness margin.
Implementation 3.24 (5) requires a range of demand projections must be produced, with the most likely projection identified for each of the short, medium, and long terms. Assumptions, reasons for projections and the most likely projection to be set out.	This capacity assessment outlines a range of projections with analysis as to what projection is most likely.
Implementation 3.25 (1) (c) and 3.26 seeks feasibility estimates of housing development capacity based on the current relationship between costs and prices, with flexibility to alter this relationship for long-term feasibility.	Feasibility assessment first uses the current relationship between costs and prices for the medium term. Long-term feasibility models potential changes in sales and costs.
Implementation 3.26 highlights options and examples to calculate housing development capacity that is feasible and reasonably expected to be realised, and ensuring transparency of methods, inputs, and assumptions.	Reasonably expected to be realised is based on current development trends to help inform what is likely to be built. Feasibility tests whether this is commercially viable.

Changes from Previous Capacity Assessments

The following table shows feedback received and how Greater Christchurch has responded to it.

Table 48: Changes

Change	Response
CEAG Memo 24th March 2020 – Appendix C	
Assessment of the most appropriate projection	There is ongoing need to check whether the chosen projection is appropriate. This capacity assessment outlines why the projection is chosen and this needs to be tested against take-up and future Stats NZ information.

Transfer of demand for smaller, multi-unit dwellings across Greater Christchurch. Does reappportioning demand change the demographic profile?	This capacity assessment does not reappportion demand rather it outlines the scale of response the FDS addresses. There needs to be care in reappportioning growth around the 3 TAs and what that means for the demographic profile. Increasing growth in one TA also needs to address the change in demographic profile this will cause.
Projected rural demand influencing urban analysis	This issue is less critical with the change from Stats NZ Area Units to Statistical Area 2. This capacity assessment looks at demand for all the 3 TAs but identifies urban demand. Rural demand provides a complete profile of the area that will help inform spatial planning. Any specific rural-residential demand that occurs in smaller areas than captured in the SA2 will require specific future investigation.
MfE Feedback on 2017 HCA	
Use of alternative projection from Stats NZ Medium Projection	The NPS-UD changed the requirement for using Stats NZ Medium Projection. This capacity assessment outlines what projection is chosen and the justification for that. Ongoing monitoring is needed, and projections or alternate scenarios can be calculated.
Feasibility assessment and sensitivity analysis	The feasibility methodology is well-documented including the assumptions on costs and prices and development. These assumptions have been sensitivity checked for potential influence on feasibility.
Take-up information linked	Take-up informs the 'reasonably expected to be realised' and offers alternate information to feasibility. Take-up continues to be monitored by each Council.
Use of Market Indicators	This capacity assessment outlines some key market indicators and discusses the trends, however, the development of a monitoring approach and its integration into the assessment needs future work.
MfE Feedback on 2021 HCA	
More information on the 'factors of attraction' and quality of life or business	Additional work has been added to Section 7.3.4
More information on assumptions underlying projections, such as migration and household size.	Additional work has been added to 7.4.1
More information on the impact of planning decisions on affordability	Additional work has been added to Section 5 and 6
More information on the impact of infrastructure on affordability	Additional work has been added to Section 5 and 6
Investigate price efficiency and implications for a competitive land market	Additional work has been added to Section 7.3.1
Further discussion on the likely impact on Māori	Additional work has been added to Section 7.3.3
Discussion on the impact of inter-regional migration on	Additional work has been added to Section 7.3.6 and 7.4.1

demand, especially post-quake, and how much house prices are a pull factor	
Analysis of location choice (demand and capacity) at a more granular geographic level	Work to show more granular level is to be completed.
More analysis of what the data and developer feedback suggest.	Additional work has been added to Section 5 and 6
Input data costs shown, including land values and sales price, and example modelling process for transparency	Examples have been added through Section 7.5

The following table outlines how the NPS-UD requirements are met. The relevant parts of the NPS-UD can be found in Appendix 1: NPS-UD Objectives and Policies.

Table 49: How NPS-UD requirements are met

NPS-UD Requirement	Where it is Met:
3.2 Sufficient development capacity for housing	Section 3
3.4 Meaning of plan-enabled and Infrastructure ready	Section 7.5.3
3.5 Availability of additional infrastructure	Section 0
3.9 Monitoring requirements	Section 7.3.1
3.10 Assessing demand and development capacity	Section 5
3.19 Obligation to prepare HBA	This report meets timeframes and demonstrates collaboration
3.20 Purpose of HBA	Section 2
3.21 Involving development sector and others	Section 7.2
3.22 Competitiveness Margin	Section 7.4.6
3.23 Analysis of housing market and impact on planning	Section 7.3
3.24 Housing demand assessment	Section 7.4
3.25 Housing development capacity assessment	Section 7.5
3.26 Estimating what is feasible and reasonably expected to be realised	Section 7.5.2 and Section 7.5.4
3.27 Assessment of sufficient development capacity for housing	Section 3

9. Further Work

The following is a list of key work to be undertaken.

Table 50: Further Work

Further Work
Show capacity and demand by sub-area
Re-visiting methodology, in terms of consistency and detail
Investigate viability of a single growth model
Additional work understanding capacity availability, especially in the short-term
Update projections against any new Stats NZ information and any alternate options
Improve monitoring and the potential of a dashboard

Appendix 1: NPS-UD Objectives and Policies

Objective 1 - New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and in the future.

Objective 2 - Planning decisions improve housing affordability by supporting competitive land and development markets.

Objective 6 - Local authority decisions on urban development that affect urban environments are:

- a. integrated with infrastructure planning and funding decisions; and
- b. strategic over the medium term and long term; and
- c. responsive, particularly in relation to proposals that would supply significant development capacity.

Objective 7 - Local authorities have robust and frequently updated information about their urban environments and use it to inform planning decisions.

Policy 2 – Tier 1, 2, and 3 local authorities, at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term, and long term.

Policy 10 – Tier 1, 2, and 3 location authorities:

- a. that share jurisdiction over urban environments work together when implementing this National Policy Statement; and
- b. engage with providers of development infrastructure and additional infrastructure to achieve integrated land use and infrastructure planning; and
- c. engage with the development sector to identify significant opportunities for urban development.

Subpart 1 – Providing development capacity

3.2 Sufficient development capacity for housing

1. Every tier 1, 2, and 3 local authority must provide at least sufficient development capacity in its region or district to meet expected demand for housing:
 - a. in existing and new urban areas; and
 - b. for both standalone dwellings and attached dwellings; and
 - c. in the short term, medium term, and long term.
2. In order to be sufficient to meet expected demand for housing, the development capacity must be:
 - a. plan-enabled (see clause 3.4(1)); and
 - b. infrastructure-ready (see clause 3.4(3)); and
 - c. feasible and reasonably expected to be realised (see clause 3.26); and
 - d. for tier 1 and 2 local authorities only, meet the expected demand plus the appropriate competitiveness margin (see clause 3.22).

3.4 Meaning of plan-enabled and infrastructure-ready

1. Development capacity is plan-enabled for housing or for business land if:
 - a. in relation to the short term, it is on land that is zoned for housing or for business use (as applicable) in an operative district plan.
 - b. in relation to the medium term, either paragraph (a) applies, or it is on land that is zoned for housing or for business use (as applicable) in a proposed district plan.
 - c. in relation to the long term, either paragraph (b) applies, or it is on land identified by the local authority for future urban use or urban intensification in an FDS or, if the local authority is not required to have an FDS, any other relevant plan or strategy.
2. For the purpose of subclause (1), land is zoned for housing or for business use (as applicable) only if the housing or business use is a permitted, controlled, or restricted discretionary activity on that land.
3. Development capacity is infrastructure-ready if:

- a. in relation to the short term, there is adequate existing development infrastructure to support the development of the land.
- b. in relation to the medium term, either paragraph (a) applies, or funding for adequate infrastructure to support development of the land is identified in a long-term plan.
- c. in relation to the long term, either paragraph (b) applies, or the development infrastructure to support the development capacity is identified in the local authority's infrastructure strategy (as required as part of its long-term plan).

3.5 Availability of additional infrastructure

1. Local authorities must be satisfied that the additional infrastructure to service the development capacity is likely to be available.

Subpart 3 – Evidence-based decision-making

3.9 Monitoring requirements

1. Every tier 1, 2, and 3 local authority must monitor, quarterly, the following in relation to each urban environment in their region or district:
 - a. the demand for dwellings
 - b. the supply of dwellings
 - c. prices of, and rents for, dwellings
 - d. housing affordability
 - e. the proportion of housing development capacity that has been realised:
 - i. in previously urbanised areas (such as through infill housing or redevelopment); and
 - ii. in previously undeveloped (ie, greenfield) areas
 - f. available data on business land.
2. In relation to tier 1 urban environments, tier 1 local authorities must monitor the proportion of development capacity that has been realised in each zone identified in clause 3.37(1) (ie, each zone with development outcomes that are monitored).
3. Every tier 1, 2, and 3 local authority must publish the results of its monitoring at least annually.
4. The monitoring required by this clause must relate to the relevant urban environments, but may apply more widely (such as, for example, where the relevant data is available only on a region or district-wide basis).
5. If more than one tier 1 or tier 2 local authority has jurisdiction over a tier 1 or tier 2 urban environment, those local authorities are jointly responsible for doing the monitoring required by this subpart.

3.10 Assessing demand and development capacity

1. Every local authority must assess the demand for housing and for business land in urban environments, and the development capacity that is sufficient (as described in clauses 3.2 and 3.3) to meet that demand in its region or district in the short term, medium term, and long term.
2. Tier 1 and tier 2 local authorities comply with subclause (1) in relation to tier 1 and tier 2 urban environments by preparing and publishing an HBA as required by subpart 5.

Subpart 5 – Housing and Business Development Capacity Assessment (HBA)

3.19 Obligation to prepare HBA

1. Every tier 1 and tier 2 local authority must prepare, and must make publicly available as required under the Local Government Act 2002, an HBA for its tier 1 or tier 2 urban environments every 3 years, in time to inform the relevant authority's next long-term plan.
2. The HBA must apply, at a minimum, to the relevant tier 1 or tier 2 urban environments of the local authority (ie, must assess demand and capacity within the boundaries of those urban environments), but may apply to any wider area.
3. If more than one tier 1 or tier 2 local authority has jurisdiction over a tier 1 or tier 2 urban environment, those local authorities are jointly responsible for preparing an HBA as required by this subpart.

3.20 Purpose of HBA

1. The purpose of an HBA is to:
 - a. provide information on the demand and supply of housing and of business land in the relevant tier 1 or tier 2 urban environment, and the impact of planning and infrastructure decisions of the relevant local authorities on that demand and supply; and

- b. inform RMA planning documents, FDSs, and long-term plans; and
- c. quantify the development capacity that is sufficient to meet expected demand for housing and for business land in the short term, medium term, and long term.

3.21 Involving development sector and others

1. In preparing an HBA, every tier 1 and tier 2 local authority must seek information and comment from:
 - a. expert or experienced people in the development sector; and
 - b. providers of development infrastructure and additional infrastructure; and
 - c. anyone else who has information that may materially affect the calculation of the development capacity.

3.22 Competitiveness margin

1. A competitiveness margin is a margin of development capacity, over and above the expected demand that tier 1 and tier 2 local authorities are required to provide, that is required in order to support choice and competitiveness in housing and business land markets.
2. The competitiveness margins for both housing and business land are:
 - a. for the short term, 20%
 - b. for the medium term, 20%
 - c. for the long term, 15%.

Housing 3.23 Analysis of housing market and impact of planning

1. Every HBA must include analysis of how the relevant local authority's planning decisions and provision of infrastructure affects the affordability and competitiveness of the local housing market.
2. The analysis must include an assessment of how well the current and likely future demands for housing by Māori and different groups in the community (such as older people, renters, homeowners, low-income households, visitors, and seasonal workers) are met, including the demand for different types and forms of housing (such as for lower-cost housing, papakāinga, and seasonal worker or student accommodation).
3. The analysis must be informed by:
 - a. market indicators, including:
 - i. indicators of housing affordability, housing demand, and housing supply; and
 - ii. information about household incomes, housing prices, and rents; and
 - b. price efficiency indicators.

3.24 Housing demand assessment

1. Every HBA must estimate, for the short term, medium term, and long term, the demand for additional housing in the region and each constituent district of the tier 1 or tier 2 urban environment:
 - a. in different locations; and
 - b. in terms of dwelling types.
2. Local authorities may identify locations in any way they choose.
3. Local authorities may identify the types of dwellings in any way they chose but must, at a minimum, distinguish between standalone dwellings and attached dwellings.
4. The demand for housing must be expressed in terms of numbers of dwellings.
5. Every HBA must:
 - a. set out a range of projections of demand for housing in the short term, medium term, and long term; and
 - b. identify which of the projections are the most likely in each of the short term, medium term, and long term; and
 - c. set out the assumptions underpinning the different projections and the reason for selecting the most likely; and
 - d. if those assumptions involve a high level of uncertainty, the nature and potential effects of that uncertainty.

3.25 Housing development capacity assessment

1. Every HBA must quantify, for the short term, medium term, and long term, the housing development capacity for housing in the region and each constituent district of the tier 1 or tier 2 urban environment that is:

- a. plan-enabled; and
 - b. plan-enabled and infrastructure-ready; and
 - c. plan-enabled, infrastructure-ready, and feasible and reasonably expected to be realised.
 2. The development capacity must be quantified as numbers of dwellings:
 - a. in different locations, including in existing and new urban areas; and
 - b. of different types, including standalone dwellings and attached dwellings.
- 3.26 Estimating what is feasible and reasonably expected to be realised
1. For the purpose of estimating the amount of development capacity that is reasonably expected to be realised, or that is both feasible and reasonably expected to be realised, local authorities:
 - a. may use any appropriate method; but
 - b. must outline and justify the methods, inputs, and assumptions used to arrive at the estimates.
 2. The following are examples of the kind of methods that a tier 1 local authority could use to assess the amount of development capacity that is feasible and reasonably expected to be realised:
 - a. separately estimate the number of feasible dwellings (using a feasibility model) and the number of dwellings that can reasonably be expected to be realised (using building consents data on the number of sites and extent of allowed capacity that has been previously developed), for the short, medium and long term; compare the numbers of dwellings estimated by each method; then pick the lower of the numbers in each time period, to represent the amount of development capacity that is feasible and reasonably expected to be realised
 - b. estimate the number of feasible dwellings or sites, and then assess the proportion of these that can reasonably be expected to be developed in the short, medium and long term, using information about landowner and developer intentions.
 - c. integrate information about past development trends and future landowner and developer intentions into the feasibility model, which could mean modifying assumptions about densities, heights, and timing of development.
 3. The following is an example of the kind of methods that a tier 2 local authority could use to assess the amount of development capacity that is feasible and reasonably expected to be realised:
 - a. assess the number of dwellings that can reasonably be expected to be developed (using building consents data on the number of sites and extent of allowed capacity that has been developed previously), for the short, medium and long term; and
 - b. then seek advice from the development sector about what factors affect the feasibility of development.
 4. Different methods may be appropriate when assessing the development capacity that is reasonably expected to be realised in different circumstances, such as:
 - a. in existing, as opposed to new, urban areas; and
 - b. for stand-alone, as opposed to attached, dwellings.
- 3.27 Assessment of sufficient development capacity for housing
1. Every HBA must clearly identify, for the short term, medium term, and long term, where there is sufficient development capacity to meet demand for housing in the region and each constituent district of the tier 1 or tier 2 urban environment.
 2. The requirements of subclause (1) must be based on a comparison of:
 - a. the demand for housing referred to in clause 3.24 plus the appropriate competitiveness margin; and
 - b. the development capacity identified under clause 3.25.
 3. If there is any insufficiency, the HBA must identify where and when this will occur and analyse the extent to which RMA planning documents, a lack of development infrastructure, or both, cause or contribute to the insufficiency.

Appendix 2: Methods, Inputs, and Assumptions

The caveats and contextual considerations are as follows:

1. The modelled results provide a range of possible scenario outcomes. They are not however the exhaustive output of all scenario's possible outcomes. Other scenarios, using different model inputs may be considered and therefore the context of each scenario (the parameters of the model run) should be understood and carefully considered.
2. For the purposes of establishing a base assessment approach, the MBIE guidance recommends an approach where a commercially viable development is one that achieves a 20% profit margin using the residual valuation approach to feasibility assessment. However, as set out in this report, in reaching a conclusion on feasibility and housing sufficiency, variations to the 20% profit margin approach have been developed to better recognise local and actual market parameters. Where a 20% profit margin is reached, it is more likely that the tested development will be realised. However, this approach does not necessarily mean that development scenarios where a lesser profit margin is achieved will and are not already being realised (built).
3. Estimating a price for finished dwellings across a large range of size and typology is fraught with opportunity for error resulting in over or understating dwelling prices. Sales data provides a useful starting point but does not contain the resolution of detail, particularly around quality of build. Dwelling size is recorded in sales data but again this is only an indicative measure that does not account for shared space or how a dwelling may be set out (e.g. to determine the number of bedrooms).
4. Build costs have been estimated and applied to all developments. In reality, the square metre build costs will vary within typologies as well as between typologies. For example, all other factors being equal, the relationship between wall area and roof area is such that an apartment block on a regular shaped square site will be cheaper to construct than a similarly sized apartment block on an irregular shaped or thinner, rectangular shaped site. As modelled, the feasibility assessment cannot take site shape into account, only site size. To do so would require a more complex spatial model and further work to estimate a wider range of estimated costs to match a much wider variety development typologies to match different sites.
5. Building costs used in the feasibility model are based on those from Quarter 4 2020 (being the most up-to-date costs at the time the redevelopment capacity assessment work was commenced in early 2021). It is acknowledged that in the first half of 2021 the costs of some construction materials have increased significantly and therefore the feasibility of some developments may have changed. Land development costs used in the greenfield models were assessed more recently and do partially reflect the costs inflation of 2021 (while noting the cost inflation continues to be an issue for the construction industry)
6. The skills, attributes and capacity of the developer are also a significant factor in development. The model does not differentiate across different scales of development companies or account for different types of construction techniques or processes that a developer may be able to bring to a project. Some developers may be able to reduce or minimise certain costs where economies of scale may be realised or some functions are undertaken in-house, in so doing helping to reduce fees or professional costs. Other developers may be in the position to minimise borrowing costs or minimise the additional cost of capital that must be applied to various components of development through, for example, the minimisation of contingencies through project management and cost controls. Ultimately, these factors may translate into a reduced profit margin expectation at project outset, i.e., a particular project may be feasible for one developer, but not for another.
7. The demand methodology relies upon Stats NZ unconstrained population projections where externalities such as planning interventions, capital works improvements, Government policy, unforeseen global and social change and future technologies are unable to be factored into the 30-year projections.

In respect to Christchurch only:

1. The model is largely a financial tool that uses some spatial attributes of sites to determine the value of some model inputs. It is a two-dimensional assessment that does not account fully for the effects of three dimensional development constraints. These include, for example, the effects of slope across a development site or between development sites. The impact of slope

is particularly significant for development sites in the Residential Hills and Residential Banks Peninsula zones. Consequently, the feasible capacity results for the Port Hills and Lyttelton Harbour study area divisions should be considered to have a significant margin of error. The effect of recession planes has been estimated using a simplified spatial modelling approach.

2. The analysis has not been able to consider likely improvements to commercial feasibility achieved through site amalgamation and the use of the Community Housing Redevelopment Mechanism (which provides for medium density developments across the city where it meets certain criteria). Comprehensive developments (which have and continue to be developed) on larger sites typically yield a higher density of houses while allowing for some efficiencies in land development and build costs. This assessment has also not assessed the commercial viability of minor residential units and older persons housing units, which are enabled in most Christchurch residential zones.

Appendix 3: Formative Model Process

Capacity Assessment – Plan Enabled, Infrastructure Ready, Reasonably Realised, Feasible

The capacity assessments used in this profile are produced from our proprietary Geospatial Property Model (“GPM”). The GPM provides estimates of the amount of additional dwelling and business floorspace that can be developed on each property within the urban areas of the district. The PSM applies a two-stage process, involving a first stage of GIS processing of properties to establish the nature of each property and a second stage that estimates the different types of capacity (as required in the National Policy Statement on Urban Development).

For stage 1, a geospatial analysis was conducted to draw together data for all the properties within the urban areas that could be used for residential and business activities. The geospatial analysis had the following steps:

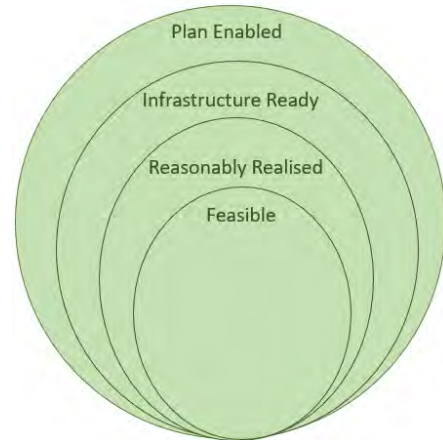
- ❖ **Urban Land:** extract land that is currently zoned urban or expected to be zoned urban. A spatial join between LINZ primary parcels (which is a complete and unique record of all land) and the District Plan zones and any proposed new urban areas. The output from this step is a set of parcels that can be used for urban activities.
- ❖ **Developable Urban Land:** remove land that cannot be used for residential and business activities, which includes roads, waterways, openspace, reserves, walkways, rail lines, cemeteries, places of worship, special purpose activities (universities, schools, military, ports, airports, hospitals, etc). The output from this step is a set of parcels that are developable for residential and business activities.
- ❖ **Developable Urban Properties:** establish the nature of the activity that is currently located on each developable urban property. Spatially join data to each property, which includes building footprints, rateable property, building consents, and land use surveys. This step also included both desktop and field trip validation of the data sets, with a focus on new activity in known development areas – both business and residential. The output from this step is a set of properties that are developable for residential and business activities, along with existing activities.



The Developable Urban Properties are a critical element of the assessment as it forms the baseline from which the Capacity Assessment is conducted. Much of the processing conducted in the Capacity Assessment is focused on ensuring that information recorded for each of the Developable Urban Properties is accurate and contemporary.

For stage 2, the assessment calculates the different types of capacity as required under the NPSUD which includes Plan Enabled, Infrastructure Ready, Reasonably Realised, and Feasible. The following steps were used to estimate each of the capacity types:

- ❖ **Plan Enabled:** applies the District Plan rules to establish the maximum theoretical capacity that can be developed on each urban site, which includes height limits, setbacks, minimum lot size, etc.
- ❖ **Infrastructure Ready:** draws from Council's infrastructure information and planning to establish the capacity that will be serviced.
- ❖ **Reasonably Realised:** draws from recent developments, both consents and 224c subdivisions to establish the development patterns that are being realised by the market.
- ❖ **Feasible:** is calculated using building cost, land values, and sales revenue information, along with industry average profit margins. The modelling was conducted for intensification, infill, and greenfield developments.



The output of the Capacity Assessment is a property-level estimate of the potential development that could be accommodated in the urban parts of the District. This includes capacity estimates for the short-medium term and long term, as required in the NPSUD.

A key benefit of the Inform Capacity Profile is that users can readily input changes and generate new up-to-date outputs. While the Capacity Assessment has been developed using the best available information, it is important to understand that aspects can and will change in the future. The Inform Capacity Profile allows for flexibility, either in terms of the ability to modify the planning rules in the "Assumption" tab or directly modify specific properties (e.g. change zone).

❖ Capacity for Growth Model

The Capacity for Growth Model ("CFGM") compares the expected demand for dwellings and business floorspace with the supply within the urban parts of the district, to establish whether there is sufficient capacity to accommodate the expected growth. The demand is drawn from the Formative's Population and Economic profile, while the supply is drawn directly from the Capacity Assessment. The CFGM applies a two-stage process, involving a first stage that converts demand to types and locations within the urban areas and a second stage that assesses whether there is sufficient supply to accommodate the demand (as required in the NPSUD).

The first stage is to assess and convert the demand into key typologies and locations within the urban areas. In summary, this stage takes the demand from Formative’s Population and Economic profile and converts it into typologies and locations, which can then be compared to the Capacity Assessment. The following steps were applied in the conversion:

- ❖ **Dwelling demand:** the total dwellings are converted into types of dwellings, standalone and attached using a set of assumptions – which have been set as baseline preferences observed in the census and can be varied to allow the user to test different scenarios. These dwellings are then allocated spatially to urban areas in the District based on the observed patterns in building consents, which can be varied to allow the user to test different scenarios.
- ❖ **Business demand:** the demand for business land is converted into types of land commercial, retail and industrial, using the observed preferences for each industry for different types of land. The demand is then allocated spatially to urban areas in the District according to either dwelling growth (retail and commercial) or according to available capacity (industrial).

The output of this step is detailed demand by typology and location, for both dwellings and business land.

The second stage is to assess the sufficiency of the supply to meet demands, which compares the demand from the first stage with the supply from the Capacity Assessment. The CFGM applies the Competitiveness Margin, as defined in the NPSUD, which provides a measure of the minimum amount of dwellings and business land that is required to be ‘Sufficient’ – i.e. expected demand plus the Competitiveness Margin.

Next, the CFGM assessment compares the capacity that is feasible for each typology to the number of dwellings or business land to expected demand plus the Competitiveness Margin. In any case where the demand plus the Competitiveness Margin is greater than the supply of feasible capacity the model notes that there is insufficient capacity. The key output of this assessment is to show when and where there may be a need for more supply of developable land within the urban areas.

❖ Glossary

Competitiveness Margin	A margin, over and above the expected demand is required in the NPSUD to support choice and competitiveness in housing and business land markets. The short-medium term is defined as 20% above expected demand, while the long term is defined as 15% above expected demand.
Feasible	This means development that is commercially viable to a developer based on the relationship between costs and revenue. The short-medium term is defined as the current relationship (i.e. no inflation), while the long term is identified by applying an adjustment for expected changes in costs and revenue.

Geospatial data	combines location information (coordinates) and attribute information (the characteristics) for features, in this case, land and buildings.
GIS	A geographic information system (GIS) is a system that creates, manages, analyses, and maps all types of geospatial data. GIS can be used to establish patterns, relationships, and geographic context.
Infrastructure ready	The development activity that can be accommodated by infrastructure. The short-medium term is defined as existing or funded infrastructure, while the long term is identified in the Infrastructure strategy.
Long Term	Covers two decades after the Short-Medium-term.
Plan Enabled	The development activity that can in theory occur on a property. This means all activities that are permitted, controlled or restricted within the District Plan. The short-medium term is defined in the Operative or Proposed District Plan, while the long term is identified in the Future Development Strategy.
Property	A parcel of land, that can contain one or more premises or buildings. There is a one-to-one link between land and properties.
Reasonably Realised	The development activity that is generally achieved by the market, which is based on information from past development trends which show modifying densities and heights, as compared to the rules in the District Plan. The intensity of development achieved by the market tends to be lower than what can in theory be developed.
Short-Medium Term	Covers the coming decade, where the Short term is the coming three years and the Medium-term is the following seven years.
Sufficient	Occurs when there is at least enough capacity to meet the demand (plus the competitiveness margin) and for the short-medium and long terms. For housing, sufficiency includes of existing and new urban areas and standalone and attached dwellings. For business land sufficiency includes by business sector – commercial, retail and industrial.

Please contact us if you have any questions advanced@formative.co.nz or visit www.formative.co.nz

Plan Enabled and Reasonably Realised Capacity

The capacity model draws from the District Plan rules to establish the maximum theoretical capacity that can be developed on each urban lot, which includes height limits, setbacks, minimum lot size, etc. This assessment is conducted using a GIS spatial analysis, which models infill, redevelopment and greenfield potential and is referred to as 'Plan Enabled' capacity.

For infill development the model assesses whether an additional building platform can be fit within the lot and whether there is potential to provide a driveway. The assessment uses building outlines as compared to the land to establish if there is sufficient room for a new building platform and if a driveway can be provided for the potential building platform. This assessment does not account for land uses that may preclude accessway or building platform, for example, pools, gazebos, sheds, gardens, trees, etc which may mean that infill is not possible. There is no data available for these other constraints, and therefore they can not be considered in the model.

For redevelopment the model assesses the maximum amount of development that can be achieved assuming that existing buildings are removed. This assessment applies the minimum lot size and rounds down to the nearest whole number. The resulting redevelopment capacity is then reduced to account for the existing dwelling(s) to provide a measure of net additional capacity. The model assesses each lot in isolation and does not assess the potential development opportunity from the amalgamation of multiple lots.

For greenfield development, the model also measures the maximum amount of development that can be achieved on the land. The assessment removes a proportion of the land for non-developable uses, such as roads, parks, and other infrastructure which is assumed to be a quarter of the land.

Importantly, for the plan-enabled capacity assessment, the requirements set out in the Housing Enabling Act have resulted in a substantial increase in capacity within the residential parts of the urban areas. However, much of this capacity will not be developable in the coming decades as there is insufficient demand and the market is unlikely to develop to the level enabled in the residential zones. Generally, developers do not achieve the maximum lot densities enabled within zone, which means that the theoretical plan enabled capacity in each zone represents an upper limit on potential development that could be achieved.

The model applies 'Reasonable Realisable' development densities which are based on recent development activity within the zones. For example, a hypothetical town with greenfield areas may have seen recent developments with a density that is lower than plan enabled. The model then applies this realised density to establish the amount of density that could be achieved. The same method is applied to existing urban areas, where the density of recent brownfield developments are used to set the realised density. The setting of the Reasonable Realisable assumptions have been reviewed by council and can be modified as densities change. It is likely that the development densities which are

achieved in each zone will continue to increase in the future and that the ‘Reasonable Realisable’ development densities will need to be reviewed and increased accordingly.

Commercially Feasible Capacity

The commercial feasibility of capacity is calculated using building cost³³, land values³⁴, and sales revenue information³⁵, along with industry average profit margins³⁶. The modelling was conducted for infill, redevelopment, and greenfield developments.

Broadly, the model is similar to most feasibility tools – i.e. it tests whether a commercial developer could purchase the land, invest money to undertake development and then on-sell at a price that will return sufficient profit. The nature of this process is the same as for most feasibility models – i.e. simply a financial or accounting assessment of costs and revenues to establish whether a return is sufficient to warrant investment.

Importantly, it is not possible to model every type of developer or development type. The model is defined to test a subset of potential developments, which means that it will not provide a full picture of all the types of development that could occur in an urban area.

For example, the modelling does not assess the feasibility of Retirement Care, Government (Kāinga Ora), Community providers, and Private builds. Also the modelling assesses the outcome for the average commercial developer, which does not account for developers that are different from the average.

Also, while the test covers a reasonable range of dwelling types (63 combinations), it does not cover all potential outcomes that will be achieved in the market. The modelling tests the following development types:

- ❖ Land Development, which is subdivision of greenfield land to sell as build ready lots.
- ❖ Greenfield Building, which tests three typologies (detached, attached and townhouses), three dwelling sizes (large, medium and small) and three build qualities (premium, average and budget).
- ❖ Brownfield Building, which tests four typologies (detached, attached, townhouses and apartments), three dwelling sizes (large, medium and small) and three build qualities (premium, average and budget).

It is likely that there will be types of dwellings that are not modelled but which are feasible. Notwithstanding the coverage of the modelling, this method is likely to provide an understanding of the feasibility for most of the development in the urban area.

³³ Harrison Grierson (2021) NPSUD Input Review – Update: Land Feasibility calculator Inputs. WTP (2021) NPSUD Input Review – Update: Build Feasibility calculator Inputs.

³⁴ Selwyn District Council (2021) Rateable Values 2019.

³⁵ Quotable Value (2021) Residential Sales Records.

³⁶ Statistics New Zealand (2021) Business Performance Benchmark.

As a hypothetical example, before a developer decides to buy and develop a lot of land they will undertake an assessment of whether any development option would yield a profit. They will need to consider the cost of the land (including the potential forgone capital value of any existing dwellings), the expected costs associated with building the new dwellings, the sale price that could be achieved for the dwellings, and finally the risk/profit margin that they need to cover to make the development viable.

For example, it may be that the developer would need to pay \$600,000 for the land (including existing buildings), they then need to expend \$900,000 to build three new dwellings, and those dwellings are expected to sell for \$510,000. This will mean that the cost of the project will be \$1.5 million and the revenue would be \$1.53 million, which would mean that there is a small profit (\$30,000). This small profit would not be sufficient to cover the developers risk, therefore the development would not go ahead. However, developers will assess multiple options, and only one needs to be commercially feasible.

The example above is a simplification of the model, as the assessment in the model includes 28 types of building costs across 63 combinations of developments, along with price points for each town in the District. Also, the assessment is conducted for the coming three decades.

This means that the number of tests, and financial data within each test, in combination represents a large amount of information. However, this complexity is a function of the market, which is inherently multifaceted. Finally, the model assumes that the most profitable option is developable, and does not include other potentially viable options.



**Greater Christchurch
Partnership**

Te Tira Tū Tahi
One Group, Standing Together

Business Development Capacity Assessment

April 2023

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Glossary

The following table defines commonly used acronyms and abbreviations in this document.

Term	Definition
BCA	Business Capacity Assessment
CCC	Christchurch City Council
ECAN	Environment Canterbury / Canterbury Regional Council
FDS	Future Development Strategy
GC	Greater Christchurch
GCP	Greater Christchurch Partnership ¹
HBCA	Housing and Business Development Capacity Assessment
HCA	Housing Capacity Assessment
LA	Local Authority (city, district and regional councils)
LTP	Long Term Plan
NPS	National Policy Statement
NPS-UD	National Policy Statement on Urban Development
NPS-UDC	National Policy Statement on Urban Development Capacity
ODP	Outline Development Plan (in Christchurch District Plan)
PEL	Property Economics Limited
RMA	Resource Management Act
RPS	(Canterbury) Regional Policy Statement
SDC	Selwyn District Council
TA	Territorial Authority (city and district councils)
UDS	Urban Development Strategy
WDC	Waimakariri District Council

¹ Environment Canterbury, Christchurch City Council, Selwyn District Council, Waimakariri District Council, Te Rūnanga o Ngāi Tahu, New Zealand Transport Agency, Canterbury District Health Board, Greater Christchurch Group – the Department of Prime Minister and Cabinet, Regenerate Christchurch.

1. Executive Summary

This Business Development Capacity Assessment (BCA) has been prepared by the Greater Christchurch Partnership through the member Councils in the Partnership (Christchurch City, Selwyn District and Waimakariri District Councils) and fulfils the requirements of the National Policy Statement on Urban Development (NPS-UD) released by Government in 2020, as well as informing the Greater Christchurch Spatial Plan (GCSP).

The overall objective of the capacity assessment is to provide a comprehensive and robust evidence base to inform spatial planning decisions for Greater Christchurch, including the Future Development Strategy (met through the GCSP). The assessment will be updated at least every three years to inform Future Development Strategies, Long Term Plans, and Infrastructure Strategies.

The Partnership has been working collaboratively for over a decade to foster and manage growth in the Greater Christchurch area, including as part of earthquake recovery. The impacts of the Canterbury earthquakes during 2010 and 2011 and the recovery and regeneration activity that has followed, presents unique circumstances for the Greater Christchurch area that need to be considered as part of this capacity assessment.

This capacity assessment concludes that the Partner Councils and other infrastructure providers are well placed in terms of planning for urban growth and providing sufficient business development capacity to meet projected needs in Greater Christchurch, at least over the medium term (10 years) and to a large extent over the longer term (to 30 years). This is particularly the case in terms of industrial land supply.

This BCA builds on and updates the previous BCA completed in 2018. Any limitations of not adopting a single growth model for the Greater Christchurch area have sought to be overcome by working collaboratively to understand and agree each other's methodologies. In combination, the result is a bottom-up approach to assessing business land needs in Greater Christchurch (i.e., assessment at TA level to aggregate up to the Greater Christchurch sub-regional area).

Industrial Sufficiency

An analysis has been undertaken of the capacity (supply) enabled through district plans and the Canterbury Regional Policy Statement, as well as an assessment of whether that supply is serviced or planned to be serviced by infrastructure and is suitable to develop. Partner Councils agreed that it was appropriate to establish capacity based on the level of development that was likely to be undertaken (based on historical trends) rather than assess the maximum theoretical development capacity that was plan-enabled.

For Greater Christchurch, the assessment identifies that there is likely to be sufficient and serviced industrial land supply for the next 30 years and beyond². That does not necessarily mean that all plan-enabled capacity (in terms of land extent) is serviced, but that sufficient opportunities exist to meet projected needs.

Industrial Medium Term

Area	Feasible Capacity	Demand with Margin	Surplus / Shortfall
Waimakariri	32ha	31ha	1ha
Christchurch	663ha	36ha	627ha
Selwyn	377ha	131ha	246ha
Total	1,073ha	198ha	874ha

Industrial Long Term

Area	Feasible Capacity	Demand with Margin	Surplus / Shortfall
Waimakariri	102ha	79ha	23ha
Christchurch	663ha	119ha	544ha
Selwyn	425ha	347ha	78ha
Total	1,190ha	545ha	645ha

² Based on a capacity of total vacant land (whole and part sites included)

For Christchurch, a significant surplus of industrial land exists with short term land sufficiency amounting to 627 hectares and over the long term, there is 544 hectares of land sufficiency at a city-wide scale. Demand for industrial land is modelled to decrease over the long term due to global economic trends, and as a result the total zoned supply of 778 hectares within the City is not expected to be fully utilised. The City will continue to monitor economic trends to determine the most appropriate use of the surplus industrial zoned land.

For Selwyn, the modelling indicates that there may be additional capacity of around 246 hectares of industrial land in the medium term and capacity of 78 hectares in the long-term. This is largely due to recently approved private plan changes. Capacity is influenced by a number of factors that need to be evaluated on an ongoing basis, including the regular monitoring of population growth and land take up. Infrastructure availability has not been identified as an immediate constraint to developing the identified plan-enabled commercial areas in Selwyn District.

For Waimakariri, the modelling indicates that there may be additional capacity of around 1 hectare of industrial land in the medium term and 23 hectares in the long term. Capacity is influenced by a number of factors that will need to be evaluated on an ongoing basis, including the regular monitoring of population growth and land take up. As in Selwyn, infrastructure availability has not been identified as an immediate constraint to developing the identified plan-enabled commercial land areas in the Waimakariri District.

Commercial Sufficiency

For Greater Christchurch, the assessment identifies that there is not likely to be sufficient and serviced commercial land supply for the next 30 years and beyond³.

Commercial Medium Term

Area	Feasible Capacity	Demand with Margin	Surplus / Shortfall
Waimakariri	36ha	12ha	24ha
Christchurch	102ha	85ha	17ha
Selwyn	19ha	18ha	1ha
Total	157ha	115ha	42ha

Commercial Long Term

Area	Feasible Capacity	Demand with Margin	Surplus / Shortfall
Waimakariri	63ha	32ha	31ha
Christchurch	102ha	212ha	-110ha
Selwyn	30ha	50ha	-20ha
Total	195ha	294ha	-99ha

Land demand and supply for commercial activities in Christchurch paints a different picture, with the assessment concluding that there is sufficient commercial land supply in the Christchurch area over the short and medium term but an estimated shortfall of 110 hectares over the longer term⁴. The focus for the Greater Christchurch Spatial Plan will be to determine what response (if any) may be required to address these longer-term commercial space requirements and to address identified limitations with infrastructure availability. However, this assessment concludes that given the significant quantum of older industrial land in and around the central city, there exists plenty of opportunity for redevelopment of this land for commercial activities, as industrial activities are naturally displaced to outlying zones, particularly in the south and north of the city.

For Selwyn, the modelling indicates that there is capacity of 1 hectare of commercial land in the medium term and a shortfall of 20 hectares in the long-term. The medium-term only considers wholly vacant land supply⁵, if 'Vacant Potential supply'⁶ is included, this would improve the medium term sufficiency though relies on developers making more optimal use of the available land. Capacity is influenced by a number of factors that

³ Based on a capacity of total vacant land (whole and part sites included)

⁴ Based on historical average building heights and total vacant land supply (i.e., whole and part vacant sites and vacant floorspace)

⁵ Vacant supply includes the properties that have no building footprint or floorspace at 2016

⁶ Properties that have low levels of floorspace and for which capacity has been identified based on their redevelopment potential

need to be evaluated on an ongoing basis, including the regular monitoring of population growth and land take up. Infrastructure availability has not been identified as an immediate constraint to developing the identified plan-enabled commercial areas in Selwyn District.

Regarding land demand and supply for commercial activities in Waimakariri District, there is projected to be capacity of around 24 hectares over the medium term and 31 hectares in the long term. Further work considering how to use existing under-utilised commercially zoned land (including intensification within Rangiora and Kaiapoi) will be considered through the GCSP.

2. Context

2.1 Introduction

National Policy Statements are issued by the Government to provide direction to local authorities on matters of national significance that contribute to meeting the purpose of the Resource Management Act 1991 (RMA). The National Policy Statement on Urban Development 2020 (NPS-UD) aims to ensure urban areas are well-functioning and meet the changing needs of diverse communities⁷. This is achieved by directing local authorities to provide for sufficient development capacity to meet expected demand over the short (3 years), medium (3-10 years) and long terms (10-30 years)⁸.

'Development capacity'⁹ is defined in the NPS-UD as the capacity of land to be developed for housing or business, based on the zoning, objectives, policies, rules, and overlays that apply in the operative District Plan and the provision of adequate development infrastructure to support development of the land. This development could be expansions to the urban form of townships through development of 'greenfield' sites and/or intensification or redevelopment of existing neighbourhoods or commercial and industrial areas. Sufficient development capacity is necessary for urban land and development markets to function efficiently to meet anticipated population growth and community needs.

The NPS-UD defines the objectives or outcomes anticipated including:

- Well-functioning urban environments that enable people and communities to provide for their well-being and health and safety (Objective 1);
- Improvements in housing affordability (Objective 2);
- Urban environments that develop and change over time in response to the diverse and changing needs of people, communities and future generations (Objective 4);
- Planning decisions take into account the principles of the Treaty of Waitangi (Objective 5);
- Integration of urban development with infrastructure planning and funding (Objective 6);
- Robust and up to date information to inform decisions (Objective 7);
- Responsive planning (Objective 6); and
- Urban environments support a reduction in greenhouse gas emissions and are resilient to the current and future effects of climate change (Objective 8).

Key deliverables of the NPS-UD include:

- Completion of a Housing and Business Development Capacity Assessment (this project);
- Setting of Housing bottom lines; and
- Preparation of a Future Development Strategy (FDS) to demonstrate how a territorial authorities intend to achieve a well-functioning urban environment and provide at least sufficient development capacity over the next 30 years to meet expected demand. The FDS will set out the broad locations in which development capacity will be provided over the long-term in both new Greenfield areas and through intensification opportunities, the infrastructure required to support or service that capacity along with the general location of corridors and other sites required to provide it, and any constraints on development.

2.2 Greater Christchurch Context

Greater Christchurch is the largest urbanised area in the South Island. Christchurch is New Zealand's second largest city, and the sub-region is home to 80% of the Canterbury region's population (44% of the South Island population). Christchurch Airport and Lyttelton Port of Christchurch are respectively the principal hubs for international visitors and freight, emphasising the sub-region's importance as a strategic regional centre and economic gateway. This has been boosted in recent years through the creation of inland ports at the I-Zone southern business hub in Rolleston.

The Greater Christchurch Partnership (GCP) has worked collaboratively for more than a decade on planning and managing growth and urban development in Greater Christchurch to support the long-term needs of our people and communities. In this context, the collaborative work undertaken through the Partnership has

⁷ <https://www.hud.govt.nz/urban-development/national-policy-statement-on-urban-development-nps-ud/>

⁸ Policy 2 of the NPSUD

⁹ See definition in NPSUD (page 6)

primarily focused on the creation of key planning documents that set the long-term direction for Greater Christchurch, and enable consistent, effective, and efficient decision making across partner organisations.

In June 2020, the GCP agreed to prepare Greater Christchurch 2050 to set a new strategic direction for Greater Christchurch. Through Greater Christchurch 2050, a new strategic framework has been drafted following a current state assessment of intergenerational wellbeing in Greater Christchurch and extensive consultation with the community and stakeholders about their aspirations and priorities for the future.

The next step in contributing to the aspiration set out in the Greater Christchurch 2050 Strategic Framework is the preparation of a Greater Christchurch Spatial Plan (GCSP), which will be the first major reconsideration of Greater Christchurch's urban form since the development of the Urban Development Strategy in 2007 and will look to take into account the new strategic direction of Greater Christchurch 2050 and the national policy context.

The GCSP will:

- Determine the most effective and appropriate urban form for Greater Christchurch to give effect to the strategic direction set through Greater Christchurch 2050, and therefore contribute to the vision and outcomes sought for Greater Christchurch (including the aspirations of hapū and iwi in Greater Christchurch).
- Align with the Government's Urban Growth Agenda objectives and provide the basis for a joint work programme that would be delivered through an Urban Growth Partnership for Greater Christchurch.
- Satisfy the requirements of the National Policy Statement on Urban Development for partner councils to jointly prepare a Future Development Strategy for Greater Christchurch (which can be treated as part of a spatial plan) in time to inform 2024 Long Term Plans.
- Provide the basis for any regional spatial planning that may need to be undertaken at the Canterbury level in the future, noting the Resource Management Review Panel's recommendations for regional spatial strategies and the Governments Resource Management Reform work.
- Develop a shared, evidence based spatial view of the future of Greater Christchurch that better integrates land use and infrastructure, provides certainty about the future to guide and stimulate investment, and enables councils to undertake more detailed planning at the local level.

2.3 Housing and Business Capacity Assessments

The NPS-UD requires Tier 1 local authorities to prepare a Housing and Business Development Capacity Assessment (HBA) every three years. In terms of business land, the local authorities must:

- a) "...estimate, for the short term, medium term, and long term, the demand for each business sector for additional business land in the region and each constituent district of the tier 1 urban environment"¹⁰; and
- b) "the development capacity ...to meet expected demand for business land for each business sector, plus the appropriate competitiveness margin; and (b) of that development capacity, the development capacity that is: (i) plan-enabled; and (ii) plan-enabled and infrastructure-ready; and (iii) plan-enabled, infrastructure-ready, and suitable for each business sector"¹¹.

The local authorities must then identify whether there is sufficient development capacity for the short, medium and long-term, and where there is any insufficiency, the HBA must "*identify where and when this will occur and analyse the extent to which RMA planning documents, a lack of development infrastructure, or both, cause or contribute to the insufficiency*"¹².

This will then inform the setting of Housing Bottom Lines and a Future Development Strategy, both required under the NPS-UD.

¹⁰ 3.28(1) of the NPSUD

¹¹ 3.29(1) of the NPSUD

¹² 3.30(3) of the NPSUD

2.4 Scope and Interpretation

Development Capacity is defined in the NPS-UD as the capacity of land to be developed for housing or for business use, based on:

- a) the zoning, objectives, policies, rules and overlays that apply in the relevant proposed and operative RMA planning documents; and
- b) the provision of adequate development infrastructure to support the development of land for housing or business use.

The local authorities have agreed the framework for assessing what is included as Development Capacity for the purpose of this BCA. This includes the following:

- land zoned for business activities in the urban areas of Christchurch City and townships within the boundary of the Greater Christchurch boundary;
- 'greenfield priority areas - business' as identified in the Canterbury Regional Policy Statement 2016 (CRPS) for Greater Christchurch (Chapter 6);

It has also been agreed that the assessment of development capacity should exclude:

- land within the Projected Infrastructure Boundary (as shown on Map A of the CRPS) that is not zoned or identified as a greenfield priority area for business activities; and
- land outside the Projected Infrastructure Boundary.

It should be emphasised from the outset that the three territorial authorities are at different stages in terms of reviewing their district plans. CCC completed a review of their District Plan, which was made fully operative in December 2017. This review zoned significant areas of commercial and industrial land to accommodate the projected needs over the plan period and beyond. As part of this review, CCC zoned all land identified in the CRPS as Greenfield Priority Areas for Business, except for two areas where development constraints could not be satisfactorily addressed to be zoned.

SDC and WDC have both notified their District Plans. Notwithstanding the stage of these reviews, SDC and WDC have zoned all of the GPAs identified for business activities, excluding the site of the future Lincoln hub (Refer to section 2.8 for an explanation. This has enabled the capacity assessment to be based on established business zonings that are consistent with the Greater Christchurch Urban Development Strategy, Land Use Recovery Plan and related provisions in Chapter 6 of the CRPS or plan changes approved through the framework enabled within the NPS-UD.

Some additional capacity is included from private plan changes. SDC has included additional commercial capacity within PC64 (approved through COVID19 Fasttrack) and industrial capacity in PC66 and PC80.

2.5 Engagement

The NPS-UD anticipates engagement in preparation of the HBA, with Policy 10 of the NPS-UD requiring engagement with the development sector to identify significant opportunities for urban development. Section 3.21 goes onto state as follows:

"In preparing an HBA, every tier 1 ...local authority must seek information and comment from (a) expert or experienced people in the development sector; and (b) providers of development infrastructure and additional infrastructure; and (c) anyone else who has information that may materially affect the calculation of the development capacity".

With regard to the development sector, the partner councils identified parties most actively involved in the development sector and significant landowners and asked these parties to undertake a market demand and intentions survey. Forty-one developers, landowners and some involved in the real estate sector completed an online survey in late June/early July 2021. They responded to questions about their views on the demand and supply of land for residential and business development within the Greater Christchurch area, supply issues or barriers to development, and development intentions and possible timing for these. The low response rate to the survey means it is difficult to draw informed conclusions, however, there are some clear, common views expressed across the survey that reflect some elements of the development sector's interests and opinions. A more detailed summary and analysis of the responses is provided in a separate supporting report. In addition, the partner councils have engaged with key landowners to understand their intentions and understanding of future growth.

For Selwyn, the key feedback was that demand for commercial land is limited and has not necessarily grown with population growth. Business growth also may not translate into floor space growth as online retail has increased, especially as a response to Covid-19. This means prices have not increased significantly either. Industrial growth has been largely around the inland ports, which is caused by the regional and national demand rather than district growth. Feedback from developers outline where land should be provided, with a focus on Rolleston and a little less in Lincoln.

With regard to the infrastructure, the partner Councils have engaged with infrastructure providers in order to update information on infrastructure to inform the assessment of whether plan enabled capacity is infrastructure ready.

2.6 Study Area

The study area is the extent of the Christchurch City, Selwyn District, and Waimakariri District, having been expanded beyond the Greater Christchurch boundaries for the 2018 BCA. The basis for doing so is described in Section 2 of the 2021 Housing Capacity Assessment.

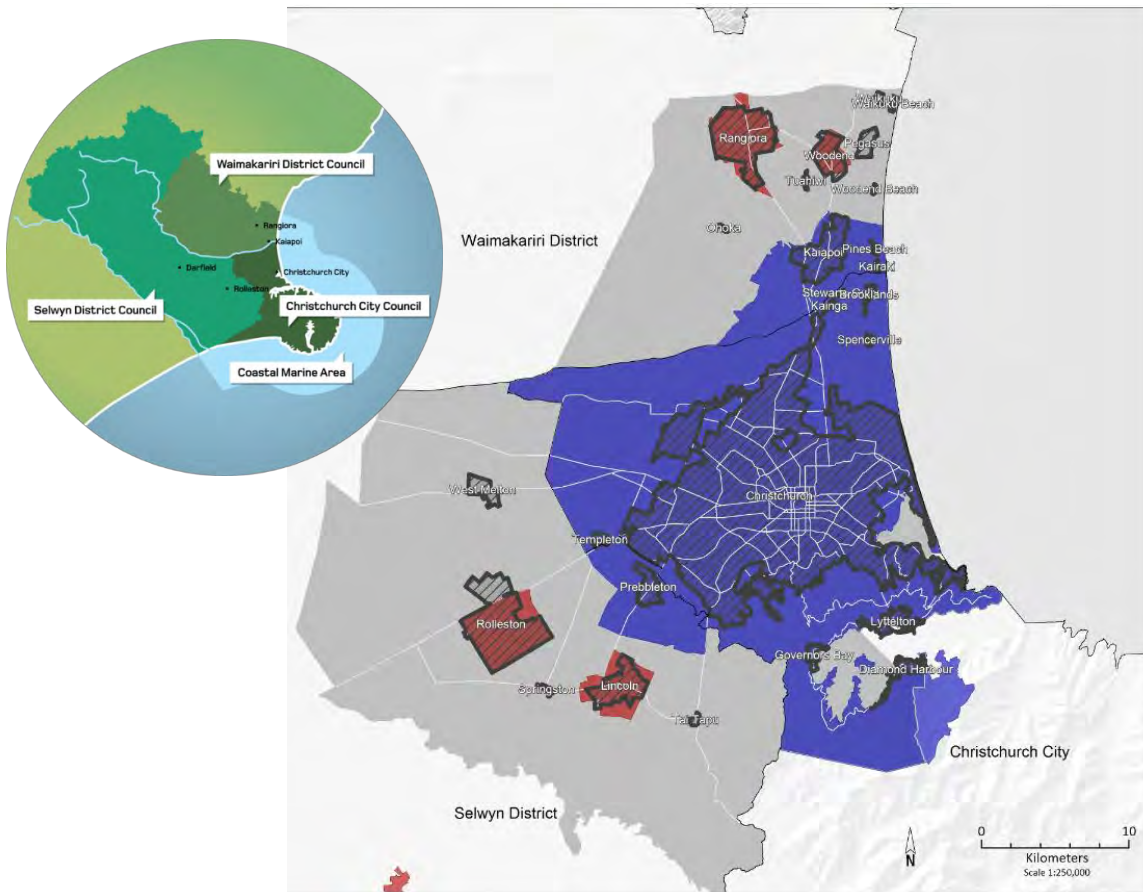
Christchurch has been identified as a 'Tier 1' urban environment in the NPS-UD. As a consequence, all of the related objectives and policies for 'Tier 1' Councils apply to Environment Canterbury, Christchurch City Council, Selwyn District Council and Waimakariri District Council.

Policy 10 of the NPS-UD requires that Tier 1 local authorities that share jurisdiction over urban environments work together when implementing the NPS-UD. Section 3.19 goes on to state "If more than one tier 1 ...local authority has jurisdiction over a tier 1 urban environment, those local authorities are jointly responsible for preparing an HBA as required by this subpart.

The four Councils that form part of the Greater Christchurch Partnership (GCP) have been collaborating in this manner since 2004. This was reflected in the preparation of the first HBCA and subsequent Future Development Strategy, Our Space 2018 - 2048, with the Greater Christchurch area shown in grey and encompassing the areas in blue and red in the figure below.

The areas marked blue and red represent the SNZ Main and Minor Urban Areas respectively whilst the black hatched area represents the area within the Projected Infrastructure Boundary shown on Map A of the Canterbury Regional Policy Statement.

Figure 1: High Growth Urban Area and BCA Study Area



2.8 Description of Business Land in Greater Christchurch

Having regard to the NPS definition of business land, for the purposes of this assessment business land in Greater Christchurch includes land zoned as follows:

Christchurch City

Industrial Heavy Zone

The Industrial Heavy Zone (IH zone) recognises and provides for industrial activities that generate potentially significant adverse effects on the surrounding environment (such as high levels of noise, odour and heavy traffic movements), or involve significant use and storage of hazardous substances, necessitating separation from more sensitive land use activities. The established industrial heavy zones are located in the east at Bromley and Woolston, along Blenheim Road and the rail corridor between Addington and Hornby, and at Belfast. To the north of the city, areas at Chaneys and along Johns Road provide for mostly rural industries such as timber, aggregate processing, and construction materials storage. A large area of industrial IH Zone was created by rezoning (from rural) at South West Hornby through the Christchurch District Plan Review.

Industrial General Zone

The Industrial General Zone recognises and provides for industrial and other compatible activities that can operate in close proximity to more sensitive zones, due to the nature and limited adverse effects of those activities (such as noise, odour and traffic), and provides a buffer between residential areas and the Industrial Heavy Zone. The largest areas of Industrial General zoning are located within the established industrial areas of Wairakei, Hornby, Sydenham, Phillipstown and Woolston, whilst new areas were zoned Industrial General zone in South West Hornby, Islington and North West Belfast through the Christchurch District Plan Review.

Industrial Park Zone

The Industrial Park Zone recognises and provides for industrial activities in the high technology sector and other similar industries that seek to locate in a high amenity environment, dominated by open space and landscaping. These activities have the potential to generate higher volumes of traffic than other industry, but have negligible effects in terms of noise, odour or the use and storage of hazardous substances. They are mostly located in the vicinity of the Airport, at Wairakei Road and Memorial Avenue and also at Awatea in South West Christchurch.

Commercial Central City Business Zone

The Commercial Central City Business Zoned area is the principal employment and business centre for the city and wider region and the primary destination for a wide range and scale of activities, including comparison shopping, dining and night life, entertainment activities, recreation, community, civic and cultural activities as well as events and tourism activities. Visitor accommodation and residential activities are permitted above ground floor level.

Commercial Central City (South Frame) Mixed Use Zone

This relatively small zone in the Central City is intended to provide a clear delineation between the Commercial Central City Business Zone and the Commercial Mixed use Zone and enables a range of activities which support the Commercial Central City Business Zone. It is distinctive in that it encourages technology-based businesses and research and health related activities in a high amenity setting.

Commercial Central City Mixed Use Zone

The Commercial Central City Mixed Use Zone provides for the continuation of existing activities (including industrial) and a wide range of other community, commercial and business activities, while supporting the role of the Commercial Central City Business zone as the focus for retail activity, offices, and commercial services. Residential activities and visitor accommodation are permitted in this zone, including at ground floor level.

Commercial Core Zone

The Commercial Core Zone provides for the major commercial development in centres other than the CBD and is often the part of a suburban centre dominated by a mall or supermarket. The zone provides for a range of convenience and comparison shopping as well as community and employment activities. Visitor accommodation and residential activity is also permitted above ground floor level. The Commercial Core zone can be found in all District and Neighbourhood centres as defined in the Christchurch District Plan.

Commercial Banks Peninsula Zone

The Commercial Banks Peninsula Zone is confined to the established commercial centre of Lyttelton and Akaroa. The zone provides for a range of commercial and community activities and supports their role in meeting the needs of the surrounding community and visitors to the area. District Plan provisions for Lyttelton and Akaroa also recognise and protect the special character of the centre. Visitor accommodation and residential activity is permitted generally above ground floor, provided it is located outside of the Lyttelton Port Influences Overlay Area.

Commercial Local Zone

The Commercial Local Zone primarily comprises small groups of convenience shops and community facilities that serve the immediate area. There are 131 of these centres located around the city.

Commercial Retail Park Zone

The Commercial Retail Park Zone is made up of those areas that provide for larger format commercial activities as well as trade suppliers, e.g., large scale hardware stores, and yard-based retailing, e.g., car sales yards. It provides for a larger scale of development reflecting the types of activities in these locations, with rules limiting the range of activities. These zones are located at Tower Junction, Shirley (Homebase), Hornby, Papanui and along Moorhouse Avenue.

Commercial Mixed Use Zones (outside the central city)

The Commercial Mixed Use Zone recognises areas at Addington, New Brighton, Blenheim Road and around Mandeville Street where a significant proportion of commercial activity has historically established, but where the growth and development of additional commercial activities is limited (mostly to existing commercial activity) to ensure that commercial activity is focused within the network of commercial centres.

Commercial Office Zone

The Commercial Office Zone recognises and enables office activities in existing office park areas at Addington and Russley. These areas have large scale office activities which were lawfully established but have located in less-than-optimal locations (e.g., with poor public transport accessibility in some cases and outside of commercial centres). They are discouraged from expansion in support of a centres-based strategy for commercial development in the city.

Specific Purpose Airport Zone – Development Precinct only

The Development Precinct of the SP Airport Zone includes part of the terminals and land effectively outside the “airport security fence” and includes areas of business development to the north and south of the main airport area. Predominantly owned by Christchurch International Airport, the District Plan enables a range of business activities including light industrial development, visitor accommodation, entertainment and tourism-based ventures, retail, and offices (both subject to limitation on scale within the precinct). Much of the zone is also designated for airport purposes, which enables a range of airport related business activities including car rental.

These are the locations within Christchurch City that are zoned¹³ and generally available for the general business market to operate and are shown in Appendix 1. It excludes business land zoned for a specific purpose and which is generally not available or has less availability for general business use e.g., Port, Hospital, Education and Council buildings/facilities.

The assessment of business land also includes two areas of unzoned land that are identified in the Canterbury Regional Policy Statement as Greenfield Priority Areas for (primarily Industrial) Business. These are located in the vicinity of Christchurch International Airport at 711 Johns Road and north of Avonhead Park Cemetery (Hawthornden GPA)¹⁴.

Selwyn District Council¹⁵

Industrial Zone – Business 2

Business 2 Zones are areas where activities likely to be considered less pleasant by people are located, including light and heavy industrial developments. Aesthetic and amenity standards are less than what is anticipated in Living or Business 1 Zones, but activities are still managed to protect natural resources and

¹³ In the Christchurch District Plan, operative December 2017

¹⁴ These two GPA areas are zoned rural. Industrial zoning was considered but not confirmed in the recent Christchurch District Plan review on account of (predominantly) infrastructure constraints.

¹⁵ The zones described below are that of the Operative District Plan. SDC is undertaking a Proposed District Plan process within which the zone names and descriptions will differ and align with the National Planning Standards.

people's health or well-being. Activities likely to cause 'reverse sensitivity' issues, such as residential activities, are discouraged in Business 2 Zones. The primary industrial node serving the district and wider region is located in Rolleston across State Highway 1 and the Main Trunk Line west of the town centre and residential environments. This node accommodates some light industrial activities along Jones Road but is dominated by the established I-Zone industrial park and the more recently zoned I-Port business park that is progressively being developed for industrial activities and includes a defined area for some Large Format Retail. The Port of Lyttelton and Port of Tauranga inland ports are both located within the Rolleston Business 2A zone. A secondary light industrial node is provided for in Lincoln, south of Lincoln University along Springs Road opposite the Te Whariki subdivision, although it is substantially smaller in size and has yet to be developed.

Commercial Zone – Business 1

Business 1 Zones are the primary commercial and retail centres serving the district's townships. These environments are recognised as being noisier and busier than Living zones, with more traffic, people, signs and building coverage. Business 1 Zones are still pleasant areas for people to live or work in, with good amenity/aesthetic values. They are also areas where higher density housing can be established as a permitted activity. The town centres in Rolleston and Lincoln are recognised Key Activity Centres (KACs) that are subject to precinct-based provisions to enable them to be a focus for community, commercial and service activities in the context of the Greater Christchurch Centre's Network. This KAC status comes with a number of prerequisites, including the need for these locations to be serviced by the strategic transport network and for the scale of development to be sufficient to service the specified catchment while ensuring it complements other centres within the network. This includes the Christchurch Central Business District that is the principal commercial, office and retail centre for Greater Christchurch. There are a range of business environments within Selwyn that are managed through the Business 1 Zone provisions, ranging from the larger centres in Rolleston and Lincoln, to the more localised town centres of Prebbleton and West Melton and neighbourhood centres servicing the residential subdivisions in the larger townships.

Neighbourhood and Local Centres

Neighbourhood¹⁶ and Local Centres¹⁷ are enabled in the District Plan to provide small convenience shopping for residents living within the larger subdivisions in Rolleston and Lincoln. These local commercial developments retain a Living Z zoning but are subject to the Business 1 Zone provisions of the District Plan where they are identified as a Neighbourhood or Local Centre on an outline development plan. The size and type of retail offerings within these centres are managed to ensure they complement the town centre environments.

Rolleston has three Neighbourhood or Local Centres at Brookside, Falcon's Landing, and Geddes/Dryden Trust that have capacity to support additional development. Two additional Neighbourhood Centres have been established within Rolleston's Faringdon and Lincoln's Rosemerryn subdivisions. These localised shopping areas have been fully developed.

These are the locations that are enabled for industrial and commercial purposes through District Plan zones and provisions that have some vacant land or redevelopment capacity. It excludes business land zoned for a specific purpose and which is generally not available or has less availability for general business use, including specifically the Lincoln University and the Crown Research Institutes that have a specific tertiary education and research purpose under the Business 3 Zone. A further Neighbourhood Centre was provided for in Lincoln to the south of the New World Supermarket, but this has been absorbed into the Town Centre KAC.

Waimakariri District Council¹⁸

Business 1 Zone

The Business 1 Zone includes key activity centres which are significant focal points for business, social, community, cultural and administration activities in those towns. Business activities are the predominant activity in the zone. For individual townships, the zone includes:

- Kaiapoi & Rangiora which are primary employment and civic destinations.
- Ravenswood which is a focus for local shopping and community activities.
- Pegasus with a grouping of community buildings, local shops, and other commercial activities (social and business focus).

Business 2 Zone

¹⁶ Neighbourhood Centres provide for retail floor space up to a total of 2,000m² and individual retail tenancy areas less than 350m² GFA.

¹⁷ Local Centres provide for retail floor space up to a total of 450m² and individual retail tenancy areas less than 350m² GFA.

¹⁸ The zones described below are that of the Operative District Plan. WDC is undertaking a Proposed District Plan process within which the zone names and descriptions will differ and align with the National Planning Standards

The Business 2 Zone includes industrial and commercial areas which are characterised by large-scale buildings, low density of development and industrial type activities. The Business 2 Zone is intended to cater for activities with potential environmental effects unsuited to a town centre location, or which are conducted in conjunction with a primary activity.

Business 3 Zone

The Business 3 Zone is a single, spot zone for the Carter Holt Harvey MDF panel plant at Sefton (approximately 167ha). The first building consent for the site was to 'erect a fibreboard factory' which was issued in 1974, therefore the activity has been established for over 40 years.

Business 4 Zone

The Business 4 Zone provides for local community business at four locations, being Kaikanui shops, Lilybrook shops, West Kaiapoi (Silverstream) and Mandeville North. They service a localised residential catchment, generally within walking or cycling distance of the zone.

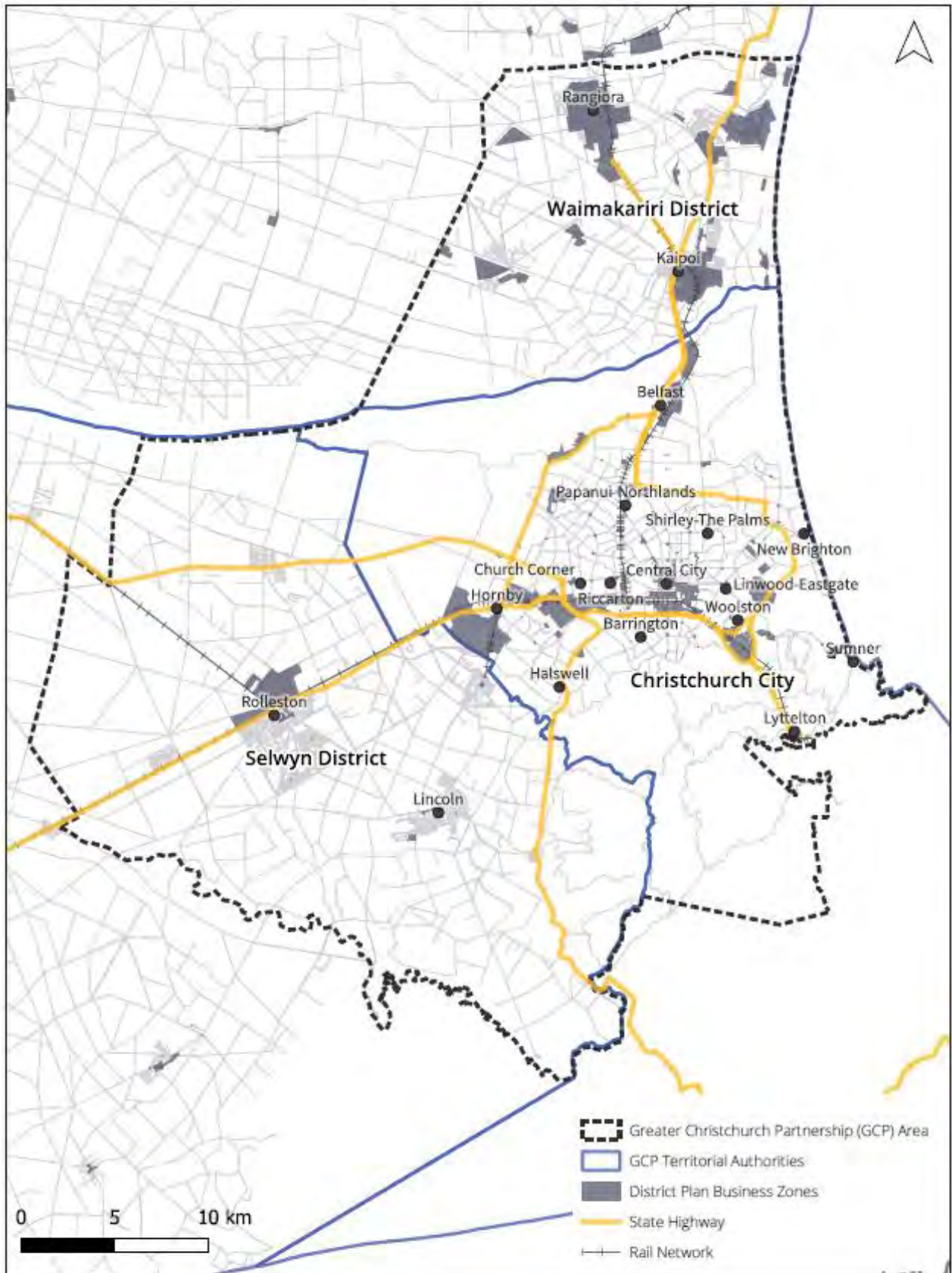
Business 5 Zone

The Business 5 Zone is a spot zone which provides for trade supplier and large floorplate office activities in a distinct area at Kaiapoi. The site is approximately 8ha and is bound by State Highway 1, Smith Street and the Kaiapoi River (added to the District Plan in 2015 via Private Plan Change 20). The zoning recognises the unique locational characteristics of the area, opportunities for enhanced connectivity with road, pedestrian, cycle and reserve networks, and suitability for the development of space extensive activities not easily located within the Kaiapoi Town Centre.

Business 6 Zone

The Business 6 Zone is a spot zone which provides for a museum, wedding venue, tavern, and conference facility with associated non-permanent accommodation. The site is approximately 4.2ha and is located at the corner of Fernside Road and Flaxton Road, Southbrook, Rangiora. This site has not yet been developed and it is unclear if this will occur.

Figure 2: Greater Christchurch Partnership Plan Enabled Business Land



Greater Christchurch Partnership Plan Enabled Business Land

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 Prepared by: Monitoring & Research
 Date: November 2021

3. Population and Household Projections

3.1 Summary

To achieve the BCA requirements, having robust population and household projections is key to addressing the level of demand and subsequent supply required in both housing and business markets in the Greater Christchurch area.

Section 4 of the HCA outlines the methodology and rationale for the population and household projections. In short, the HCA identifies a range of projections based on the Stats NZ low, medium, and high population projections. It considers the factors that contribute to the projections (such as life expectancy, fertility, and migration) and compares that with recent take-up and Stats NZ population estimates. The population projections chosen for Waimakariri and Selwyn follows the Stats NZ high projection, and Christchurch follows the medium projection. The use of different projections for different TAs is appropriate as the projection chosen better reflects the growth trend. It also reflects the nature of the growth faced by the different TAs, Selwyn has a lot of internal migration that is harder to project whereas the size and age of Christchurch makes it easier to project.

The population projections are then converted to household projections. This uses the Stats NZ average household projection from the 2018 projection assumptions as they are the most recent. From households, a typology demand can be derived based on projected household compositions. The competitiveness margin is then included on top of this. This can then be shown as demand by sub-areas, which are based on Stats NZ SA2 areas.

Table 1: HCA Population Projections

Area	Short-Medium	Long	Total
Waimakariri	5,618	7,620	13,238
Christchurch	14,139	23,368	37,507
Selwyn	9,989	17,354	27,343
Total	29,746	48,343	78,088

4. Economic context and recent past

4.1 Introduction

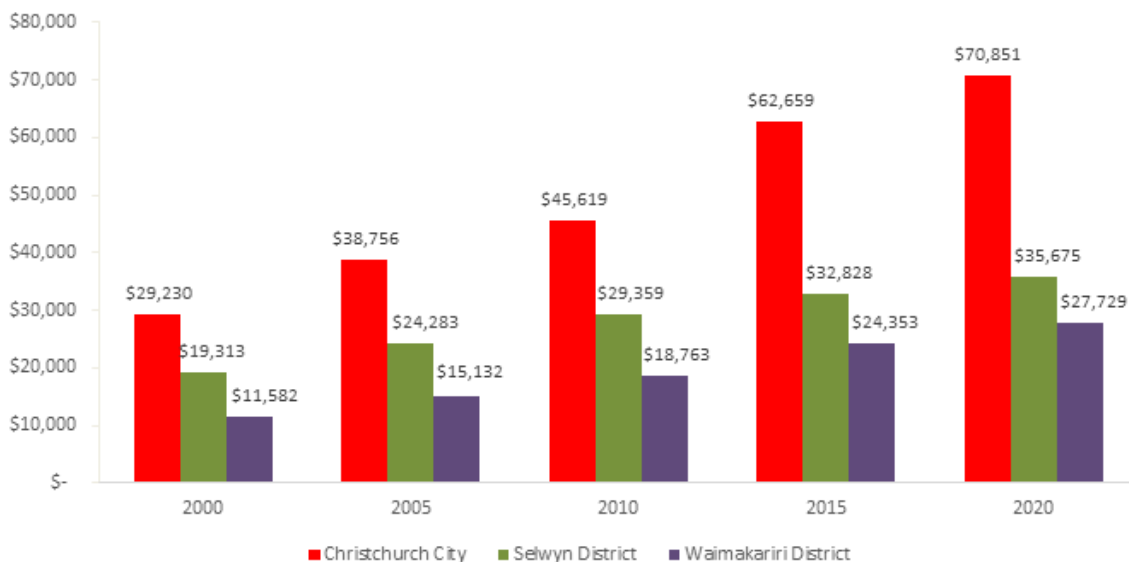
As context to this BCA and the Greater Christchurch Spatial Plan, analysis of the current composition and recent trends in business activity has been undertaken that considers the context and role of Greater Christchurch, employment, business, and economic activity.

Greater Christchurch plays a predominant role in the economy and population of New Zealand's South Island serving as the gateway to the South Island. The area of Greater Christchurch is the economic heart of the South Island, operating as a logistics and service hub for the region and the rest of the island with a strong diversified economic fabric with international air and seaports, good land transport and broadband communications infrastructure underpinned by reliable energy networks and well-established water supply, wastewater, and stormwater networks. It has a better level of social capital compared to other urban centres (especially in the North Island) and has proven to be a very resilient region and adaptable to drastic economic and social changes.

Greater Christchurch has a number of regional public assets, such as Te Pae (convention centre) and Tūrangā, metro sports centre and the planned multi-use arena. There are a number of quality health and education facilities (including the largest hospital in the South Island, four tertiaries and several research institutions, including six of New Zealand's seven Crown Research Institutes). Greater Christchurch is also blessed with a significant asset base to support its future economic wellbeing. It sits within rich regional natural environment, has quality-built infrastructure and amenity, high quality health and education services and a diverse economy. The city has relatively greater capacity for growth (in terms of space) than other major urban centres in New Zealand (especially Auckland and Wellington).

The Greater Christchurch economy has undergone important structural changes over the past two decades, with changes in productivity and employment for most industries. This area's economy has been able to grow despite the 2010 and 2011 earthquakes, which influenced the economy and steered it in a direction that is now the 'new normal'. In terms of gross domestic product (GDP), the economy of Greater Christchurch comprises almost 10 percent of New Zealand's GDP and almost 45 percent of the total economy of the South Island¹⁹.

Figure 3: GDP per capita – Christchurch City, Selwyn District, and Waimakariri District



Source: Ministry of Business, Innovation and Employment (MBIE)

In general, the agricultural hinterland of Greater Christchurch is a foundation of the regional economy and the region's dominant export base, with the top export commodities being dairy, meat and forestry products and tourism. Christchurch City's economy is strong when the regional economy is performing well and equally the

¹⁹ According to the latest figures published by Infometrics (corresponding to the June 2021 quarter).

region benefits from a city that is performing well. For the last two decades the manufacturing industry has been the one that has comprised the largest share of the area's GDP. However, the share that this industry has had on Greater Christchurch's GDP has reduced over time. Despite this, the manufacturing industry remain a key sector for the local economy. The manufacturing, construction, and 'professional, scientific, and technical services' sectors contribute greatly to Greater Christchurch's economic output, and also exhibit above average productivity gains.

In Christchurch City (which is the main commercial hub in Greater Christchurch) the main business activity occurs in the Central City and in the Key Activity Centres. Christchurch Central is the principal business centre for the city and wider region, despite experiencing a decrease in its number of businesses and employees in the last decades, and as it is reasonable to assume that there will be a strong relationship between employment and business growth, and population growth. The areas in Christchurch that experienced high annual average growth rates in the number of businesses in the retail sector, in the accommodation and food services sector, and in the arts and recreation services sector during the period 2000-2020 (among the top twenty areas with the highest number of businesses in each of these sectors) were Woolston South, Tower Junction, and Sydenham Central, respectively.

The areas in Selwyn District that registered high annual average growth rates in the number of businesses in the retail sector, in the accommodation and food services sector, and in the arts and recreation services sector during the period 2000-2020 (among the top twenty areas with the highest number of businesses in each of these sectors) were Ladbrooks, Prebbleton, and Newtons Road, respectively.

The areas in Waimakariri District that experienced high annual average growth rates in the number of businesses in the retail sector, in the accommodation and food services sector, and in the arts and recreation services sector during the period 2000-2020 (among the top twenty areas with the highest number of businesses in each of these sectors) were Kaiapoi Central, and Mandeville-Ohoka.

Regarding retail spending in Greater Christchurch, during the period 2016-2020 on average 85.4 percent of the total amount of retail spending in the area occurred in Christchurch, whereas 5.7 percent happened in Selwyn District and 8.8 percent in Waimakariri District. During this same period the amount of retail spending in Greater Christchurch registered an annual average growth rate of 1.5 percent.

In terms of employment changes during 2006 and 2020, people moved mainly west. Employment grew by 43,342 (21.0 percent) from 2006 to 2020. Of the total employment growth, 29 percent occurred in Southwest Christchurch, 23 percent in Northwest Christchurch, 16 percent in the Inner-West and 14 percent in Selwyn. Almost all the growth in the Northwest and the Southwest has occurred since 2011. Two-thirds of the growth in the Inner West has occurred since 2011. Employment fell in the Central City (10,400 workers) and Inner-East (2,253 workers) from 2006 to 2020, mainly due to the loss and damage to land and building in the eastern part of the city because of the earthquakes.

Figure 4: Employment by Sub-Area

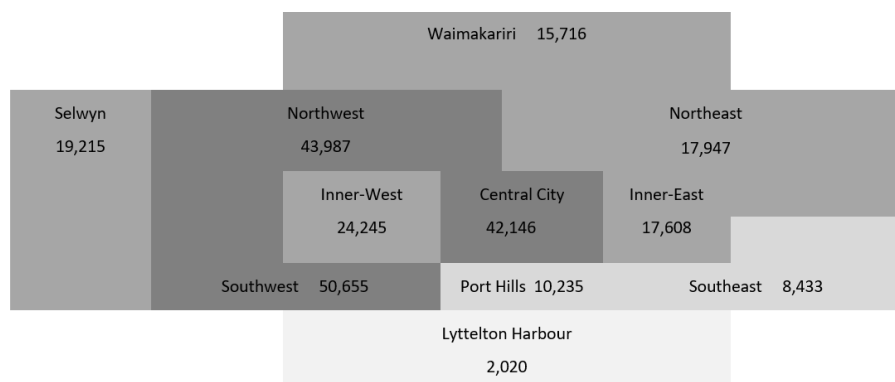


Table 2: Distribution of Employment across Industries in Greater Christchurch and Canterbury 2019

	Canterbury (excluding Greater Christchurch)	Christchurch	Waimakariri	Selwyn
% of Canterbury employment	17.6%	71.2%	5.0%	6.2%
Agricultural Production & Manufacturing	30.7%	3.6%	17.3%	26.3%
Tech Manufacturing	1.9%	3.8%	2.6%	4.0%
Other Manufacturing (excl agri & tech)	2.1%	3.9%	1.4%	2.0%
Construction	7.9%	9.9%	14.4%	9.6%
Transport & Warehousing	8.7%	10.8%	5.6%	7.4%
Retail, Hospitality, Arts & Rec Services	19.1%	19.0%	22.6%	15.2%
Knowledge Intensive Services	5.9%	14.0%	6.7%	9.3%
Public Services & Utilities	3.5%	5.1%	4.7%	8.5%
Education	6.2%	7.5%	9.8%	11.2%
Health	8.2%	13.0%	8.2%	3.1%
Other Services	5.8%	9.5%	6.8%	3.5%

Source: StatsNZ

5. Future Demand for Business Land

5.1 Introduction

The NPS-UD requires Tier 1 Councils to estimate the demand for each business sector for additional business land in the region and each District (Christchurch City, Selwyn and Waimakariri Districts) in the short, medium and long terms²⁰.

This section sets out the results of the modelling undertaken to project employment growth to 2051 (30 years). Appendix 4 contains the methodology and description of the modelling approaches. When converting employment to workspace to floor area, different ratios are required. These ratios are based on what is currently happening in the Territorial Authority's market and considers the different nature of the employment. E.g., Christchurch has around 30m² per commercial employee, whereas Selwyn is nearer 40m².

The projections in this section are reported at the Greater Christchurch, and territorial level, which are translated from employment into floorspace and land requirements to subsequently compare projected land demand against the supply of business land enabled through the planning documents of each Council.

For Christchurch City, the modelling for demand is based on a VAR model, whereby employment growth drives population growth and employment growth is modelled based on past trends across a number of years (in this case, 20 years) as opposed to a single point in time. Employment data is the employment count sourced from Statistics New Zealand (Stats NZ), Business Demography database and spanning from 2000 to 2020.

For Selwyn District Council and the Waimakariri District Council, demand is forecast by establishing a set of final demands and then running these demands through an economic model that records the inter industry outcomes that are required to meet those demands. The employment count is modified to include sole traders to provide a more complete count of employment though this doesn't necessarily translate through to workspace demand. These interrelationships then vary through time. Demand is looked at for each main township that has a business centre (being Rolleston, Lincoln, Rangiora, and Kaiapoi, and then summarised for the rest of the district).

²⁰ NPSUD 3.28(1)

5.2 Retail and Office Land Demand for Christchurch City

Table 3 and Table 4 below shows the net additional demand for retail and office space in Christchurch City. The key outputs are the likely space requirements (in sqm) and land requirements in hectares with competitiveness margin added in accordance with the NPS-UD. The modelling to estimate the relative demand for retail and office space is influenced by a number of factors that need to be monitored on a regular basis, including projected employment growth.

The tables below show the net additional demand for land in the commercial zones of Christchurch City. In summary, the demand for retail activity is projected to increase by 20 hectares in the medium term and reach 47 hectares in the long term. With the competitiveness margin added, retail demand is projected to reach 24 hectares in the medium term and 54 hectares in the long-term.

Table 3: Projected retail demand for Christchurch City

Period	2024 (Short)	2031 (Medium)	2041	2051 (Long)
Likely Land Requirement (land, sqm)	66,885	129,922	151,269	118,793
Cumulative Likely Land Requirement (land, sqm)	66,885	196,808	348,077	466,870
Cumulative Likely Land Requirement (ha)	6.69	19.68	34.81	46.69
Cumulative Likely Land Requirement with competitiveness margin	8.03	23.62	40.03	53.69

The demand for office space is projected to increase by 51 hectares in the medium term and reach 137 hectares in the long term. With the competitiveness margin included, office demand is projected to reach 61 hectares in the medium term and 160 hectares in the long-term.

Table 4: Projected office demand for Christchurch City

Period	2020 Base	2024 (Short)	2031 (Medium)	2051 (Long)
Total Jobs	57,182	63,891	73,599	101,493
New Jobs		6,709	9,708	27,894
Likely Workspace requirement (sqm)		208,426	300,973	864,253
Likely Workspace Requirement (ha)		20.84	30	86.4
Likely Cumulative Workspace Requirement (sqm)		208,426	509,399	1,373,652
Cumulative Likely Land Requirement (ha)		20.84	50.9	137.36
Cumulative Likely Land Requirement with competitiveness margin		25	61	157.9

Table 5: Total Commercial Demand for Christchurch City

Period	Short	Medium	Long
Retail Land Requirement (ha)	8.03	23.62	53.69
Office Land Requirement (ha)	25	61	157.9
Total	33.0	84.6	211.6

5.3 Retail and Office Land Demand for Selwyn and Waimakariri

Selwyn District

Formative Ltd has used the same method to assess demand in the Selwyn and Waimakariri Districts using Growth Models with the same functionality. The Growth Models have been developed using the most detailed spatial data available to establish the current and future potential location of demand by location within each district. This modelling is constrained by the supply of land (and floorspace) within each location (planning zones) i.e., the Growth Models impose supply constraints to the district level projections.

Appendix 4 outlines the methodology adopted for projecting the growth in floorspace using an economic futures projection of employment by sector, the current employment in the Business 1 Zone and the current developed floorspace. Of note is that a conservative approach was adopted when setting key assumptions.²¹ This conservative approach was selected because of the inherent uncertainty associated with projecting demand over the timeframes of the NPS-UD. This is likely to be more apparent in the long term.

Table 6 below shows the net additional demand for Business 1 zone land in the Selwyn District. The key output is the likely land requirement in hectares under the NPS-UD requirements. The table also shows the split of demand between retail and non-retail commercial activity in terms of floorspace. The modelling to estimate the relative demand for commercial land is influenced by a number of factors that need to be monitored on a regular basis, including projected population increases.

In summary, the demand for retail, commercial services and non-retail community activity is projected to increase by 20 hectares in the medium term and 44 hectares in the long term. For the Business 1 zone the NPS buffer suggests that 24 hectares should be provided for in the medium-term and 50 hectares for the long-term.

Table 6: Projected commercial demand for Selwyn District

	Short	Medium	Long
New Retail Jobs	161	499	1,469
New Commercial Services Jobs	593	1,741	4,310
New Non-Retail Community Jobs	817	2,756	9,327
Total New Commercial Jobs	1,571	4,996	15,106
Likely Workspace Requirement (sqm)	18,749	59,625	176,982
Likely Land Requirement (ha)	5	15	43
Likely Land Requirement (ha) with competitiveness margin	6	18	50

The conversion of employment to workspace has been conducted using Workspace Ratios. The workspace ratios are estimated using current employment as compared to floorspace within the business zones. In the commercial zone the vast bulk of buildings in the District are single level, therefore all sectors compete for the same ground floor space. Broadly, the Workspace ratio generally ranges from 30m² to 60m², with an average of 38m². While purpose built (newer) spaces may achieve a higher density, it is conservative to apply the existing achieved rate which may overstate the demand for floorspace.

The conversion of workspace to land area is conducted using Floor Area Ratios. The Floor Area Ratios are estimated using current floorspace compared to land parcel area within the business zones. Broadly, the Floor Area Ratio ranges from 0.30 to 0.60, with a mid-point of 0.41. While newer buildings tend to achieve a higher density, it is conservative to apply the existing achieved rate which may overstate the demand for land.

²¹ For example, the assumption of work space ratios was held constant in the modelling. In the absence of historic data for Selwyn and Waimakariri, it was not possible to build evidence on the potential trends. However, there is data for some of the larger urban economies in Australasia that indicates that commercial work space ratios are decreasing – i.e., demand for space is decreasing per worker. Therefore, the assumption of constant work space ratio is considered to be conservative – which may result in the projected demand being higher than is required.

Waimakariri District

Demand for the Waimakariri District is estimated using the same method described for Selwyn District and therefore this method is not repeated. However, Waimakariri District has an additional commercial zone, the Business 1 (town) and the Business 4 (small neighbourhood). In the following tables these two zones area combined.

Table 7 below shows the net additional demand for land in the Business 1 and Business 4 zones in the Waimakariri District. In summary, the demand is projected to increase by 9 hectares in the medium term and reach 16 hectares in the long term. For the Business 1 and Business 4 zone the NPS buffer suggests that 11 hectares should be provided for the medium term and 18 hectares for the long term.

Table 7: Projected commercial demand for Waimakariri District

	Short	Medium	Long
New Retail Jobs	251	760	2,007
New Commercial Services Jobs	506	1,480	3,706
New Non-Retail Community Jobs	611	2,029	6,208
Total New Commercial Jobs	1,368	4,269	11,921
Likely Workspace Requirement (sqm)	22,277	69,518	189,416
Likely Land Requirement (ha)	3	10	27
Likely Land Requirement (ha) with competitiveness margin	4	12	32

The conversion of employment to workspace has been conducted using Workspace Ratios. The workspace ratios are estimated using current employment as compared to floorspace within the business zones. In the commercial zone the vast bulk of buildings in the District are single level, therefore all sectors compete for the same ground floor space. Broadly, the Workspace ratio generally ranges from 30m² to 60m², with an average of 38m². While purpose built (newer) spaces may achieve a higher density, it is conservative to apply the existing achieved rate which may overstate the demand for floorspace.

The conversion of workspace to land area is conducted using Floor Area Ratios. The Floor Area Ratios are estimated using current floorspace compared to land parcel area within the business zones. Broadly, the Floor Area Ratio ranges from 0.50 to 0.80, with a mid-point of 0.70. While newer buildings tend to achieve a higher density, it is conservative to apply the existing achieved rate which may overstate the demand for land.

5.4 Retail and Office Land Demand at a Greater Christchurch level

Table 8 below summarises the total demand for commercial activities at a Greater Christchurch level.

Table 8: Total demand for retail and office activities for Greater Christchurch

	Short Term	Medium Term	Long Term
Christchurch	33.0ha	84.6ha	211.6ha
Selwyn	6ha	18ha	50ha
Waimakariri	4ha	12ha	32ha
Greater Christchurch	43ha	114.6ha	293.6ha

5.5 Industrial Land Demand

Christchurch City

The industrial land requirement is estimated to be 13 hectares in the short term, extending to 15 hectares by 2031 and 26 hectares by 2051 with the competitiveness margin added in accordance with the NPSUD.

Table 9: Projected industrial demand for Christchurch City

Period	2021	2024	2031	2051
Employment	21,446	24,990	24,543	23,363
Associated demand for space	96,883	105,694	126,126	229,837
Annual new floor space demand		8,811	20,432	103,711
Cumulative space requirement		105,694.4	126,126.1	229,837.5
Cumulative total land requirement (ha)		10.57	12.61	22.98
Cumulative total land requirement with competitiveness margin		12.68	15.14	26.43

Reflecting global trends, the demand for warehousing and logistics is anticipated to be greater. The land requirement for warehousing and logistics is estimated to be 6 hectares in the short term, extending to 21 hectares by 2031 and 93 hectares by 2051 with the competitiveness margin added in accordance with the NPSUD.

Table 10: Projected demand for warehousing and logistics in Christchurch City

Period	2020	2024	2031	2051
Employment	24,814	26,170	28,445	34,909
Additional Floor Space Demand		47,351	123,773	635,459
Cumulative space requirement		47,351	171,124	806,584
Cumulative Land requirement (ha)		4.74	17.11	80.66
Cumulative total land requirement with competitiveness margin		5.68	20.53	92.76

Table 11: Total Industrial Demand for Christchurch City

Period	Short	Medium	Long
Industrial Land Requirement (ha)	12.68	15.14	26.43
Warehousing and Logistics Land Requirement (ha)	5.68	20.53	92.76
Total	18.4	35.7	119.2

Greater levels of demand are anticipated in the south, south west and west of the City which can be attributed to its good access to the State Highway network linking north and south and to the airport, seaport and inland ports.

Also, land in western Christchurch is generally less constrained geotechnically than eastern and northern parts and there has been a relatively large available supply to accommodate market demands.

Selwyn District

Again, the Selwyn Capacity for Growth Model has been used to project demand for industrial land. The Business 2 zone is the only industrial zone. It is important to note that 'industrial' demand presented for Selwyn and Waimakariri reflects the demand by the multiple activities that have traditionally located in the industrial zones.

This means that some of the demand will be related to sectors that are not traditionally thought of as 'industrial' (like retail and office). Also, there is some industrial demand that will be located in other non-industrial zones (like rural manufacturing), which are excluded from the assessment of demand for Business 2 zone.

Table 12 shows the results from the Selwyn Capacity for Growth model which indicates that the demand for industrial land reaches approximately 224 hectares in the long-term. The NPS buffer would suggest a requirement of 257.6 hectares.

In the short term, the NPS-UD requirement is around 9.3 hectares per annum. In the medium term the NPS requirement is around 8ha per annum. In the long run, the NPS-UD requirements indicate that 8.6 hectares per annum will be required. Initial discussions with stakeholders have indicated that demand for vacant industrial land in Rolleston in particular may be higher, especially regarding industrial land demand driven by freight. Recent work by Selwyn Council shows additional land demand driven by freight is around 5 hectares per annum.

Table 12: Projected demand for industrial land in Selwyn District

	Short	Medium	Long
Employment	512	1,591	3,735
Associated demand for space (m ²)	142,568	443,020	1,188,933
Annual new floor space demand (m ²)	47,523	44,302	39,631
Cumulative land requirement (ha)	35	109	297
Likely total land requirement with competitiveness Margin	42	131	347

Broadly, in the industrial areas of the District the Workspace ratio generally ranges from 200m² to 300m², with a mid-point of 250m². The District has seen recent growth in storage and warehousing, which has resulted in the workspace ratio being larger than in the past. This trend may continue and should be monitored to ensure that sufficient supply is provided to meet demand.

The conversion of workspace to land area is conducted using Floor Area Ratios. The Floor Area Ratios are estimated using current floorspace compared to land parcel area within the business zones. Broadly, the Floor Area Ratio ranges from 0.30 to 0.50, with a mid-point of 0.40. While newer buildings tend to achieve a higher density, it is conservative to apply the existing achieved rate which may overstate the demand for land.

Waimakariri District

For Waimakariri District the results from the Waimakariri Capacity for Growth model indicates that the demand for industrial floorspace/land is around twice the level forecast in Selwyn. The demand is forecast to reach 40.5 hectares (including roads and services). The NPS buffer would suggest a requirement of 46.6 hectares in the long term as reported in Table 13 below.

In the short term the NPSUD requirement is around 4 hectares per annum. This high level of demand reflects the model assuming that demand in the medium term will come forward due to the availability of zoned and serviced land for development. In the medium term the NPS requirement decreases significantly. Over the thirty-year period the NPSUD requirements indicate that 1.6 hectares per annum will be required.

Table 13: Projected demand for industrial land in Waimakariri District

	Short	Medium	Long
Employment	349	878	2,339
Associated demand for space	50,979	128,250	333,450
Annual new floor space demand	16,993	12,825	11,115
Cumulative space requirement	10	26	98
Cumulative total land requirement (ha)	12	31	79

Broadly, in the industrial areas of the District the Workspace ratio generally ranges from 100m² to 200m², with a mid-point of 150m². The District has seen recent growth in storage and warehousing, which has resulted in the workspace ratio being larger than in the past. This trend may continue and should be monitored to ensure that sufficient supply is provided to meet demand.

The conversion of workspace to land area is conducted using Floor Area Ratios. The Floor Area Ratios are estimated using current floorspace compared to land parcel area within the business zones. Broadly, the Floor Area Ratio ranges from 0.30 to 0.60, with a mid-point of 0.49. While newer buildings tend to achieve a higher density, it is conservative to apply the existing achieved rate which may overstate the demand for land.

Greater Christchurch

The table below summarises the total industrial demand at a Greater Christchurch level.

Table 14: Total industrial demand at a Greater Christchurch level

	Short term	Medium term	Long term
Christchurch	18.4ha	35.7ha	119.2ha
Selwyn	42ha	131ha	347ha
Waimakariri	12ha	31ha	79ha
Greater Christchurch	72.4ha	197.7ha	545.2ha

Reflecting the nature of the models, the growth in demand is projected in the locations of existing activity. However, it is possible that past trends continue and there are higher demands in the south west (e.g., Hornby, Rolleston) with a preference for the flexibility of greenfield over brownfield land and the benefits of these locations in terms of accessibility.

6. Existing Land Supply

6.1 Introduction

The NPS-UD requires Councils to estimate the development capacity to meet expected demand for business land for each business sector, plus the appropriate competitiveness margin. This includes the capacity that is plan-enabled, plan-enabled and infrastructure-ready and plan-enabled, infrastructure-ready and suitable.

Plan-enabled is defined in the NPS-UD as follows:

- (a) in relation to the short term, it is on land that is zoned for housing or for business use (as applicable) in an operative district plan.
- (b) in relation to the medium term, either paragraph (a) applies, or it is on land that is zoned for housing or for business use (as applicable in a proposed district plan)
- (c) in relation to the long term, either paragraph (b) applies, or it is on land identified by the local authority for future urban use or urban intensification in an FDS.

Essentially, the assessment requires a stocktake of vacant zoned land (and land with redevelopment potential if applicable) and calculation of how much development capacity that land can accommodate, having regard to district plan provisions. Capacity, which is not currently zoned but identified in a longer-term planning document, may also be assessed.

For the purposes of this assessment, retail and office land supply is aggregated as 'commercial land supply' in recognition that commercial zones generally provide for either or both retail and office activities i.e., they compete for use of the same land.

It should be noted that for this assessment of vacant land supply SDC and WDC make a distinction between sites that are wholly vacant and those which are partly vacant. The latter is coined 'vacant potential' in the Selwyn and Waimakariri Capacity for Growth models and represents sites that have an existing building but are under-utilised and have capacity to accommodate additional building floorspace. CCC also records land in its vacant land database as wholly vacant or partly vacant but considers it more appropriate to combine the two for the purposes of this assessment to provide a total vacant land supply. CCC considers that together this total vacant land capacity still represents a conservative estimate of the City's commercial land capacity as the redevelopment potential of land has not yet been factored into the assessment.

6.2 Commercial Land Supply

Christchurch City

Commercial activity in Christchurch is primarily distributed within a network of centres (comprising Central City, District, Neighbourhood, Local and Large Format Centres, as shown in Appendix 1). The District Centres and two of the neighbourhood centres are also identified as Key Activity Centres in the Canterbury Regional Policy Statement, recognising the significant public and private investment made in, or intended for these areas and identifying them as the preferred locations for future development as businesses shift around the city over the long term.

There are also areas where commercial activity has traditionally located but where growth is no longer supported by District Plan policy (e.g., Commercial Office and Suburban Commercial Mixed Use areas). The commercial centres act as the focal points for community and business activity and each centre has a role that reflects their functions and catchment sizes. The Christchurch District Plan framework for commercial activity is to give primacy and support the recovery of the central city whilst supporting and enhancing the role of district centres and maintaining the role of the smaller neighbourhood, local and large format centres.

Each centre is comprised of zones (outlined in Section 2.8) which give effect to this centres-based framework. Commercial zones generally provide for retail and office activities although the permitted scale and range of activity is influenced by the role of the centre in the hierarchy. For instance, office tenancy size is limited in district and neighbourhood centres to encourage larger office tenants back into the central city and retail tenancy size is limited in neighbourhood and local centres to reflect their role in catering for the predominantly convenience needs of local residents. Residential activity and visitor accommodation is permitted within most

centres although is generally required to be located at upper levels of a development²², therefore, maintaining ground level space for commercial activity. District Plan provisions therefore play an important role in determining the capacity of commercial land to accommodate multiple (sometimes competing) activities.

Commercial land supply (occupied and vacant land) in Christchurch City has been determined using the Council's Vacant Land Register and carrying out a land use survey of all commercial centres (excluding local centres).

Table 15 identifies an existing supply of 88 hectares of vacant commercially zoned land in Christchurch City along with a further 15 hectares of vacant land with a mixed (primarily commercial) zoning in the Central City.

As outlined below, there remains a significant amount (27 hectares) of vacant land in the Central City Business and Mixed Use Zones largely as a result of the significant earthquake related demolitions, along with extensive vacant commercial floorspace. In total, this brings plan-enabled supply identified in Christchurch to 103 hectares. For this BCA redevelopment potential to provide additional commercial capacity has not been more widely assessed. It is important to note that commercial activity also occurs outside of these centres, within industrial, specific purpose zones (e.g., hospital or airport) and residential zones in particular.

Table 15: Vacant Commercially Zoned Land in Christchurch City

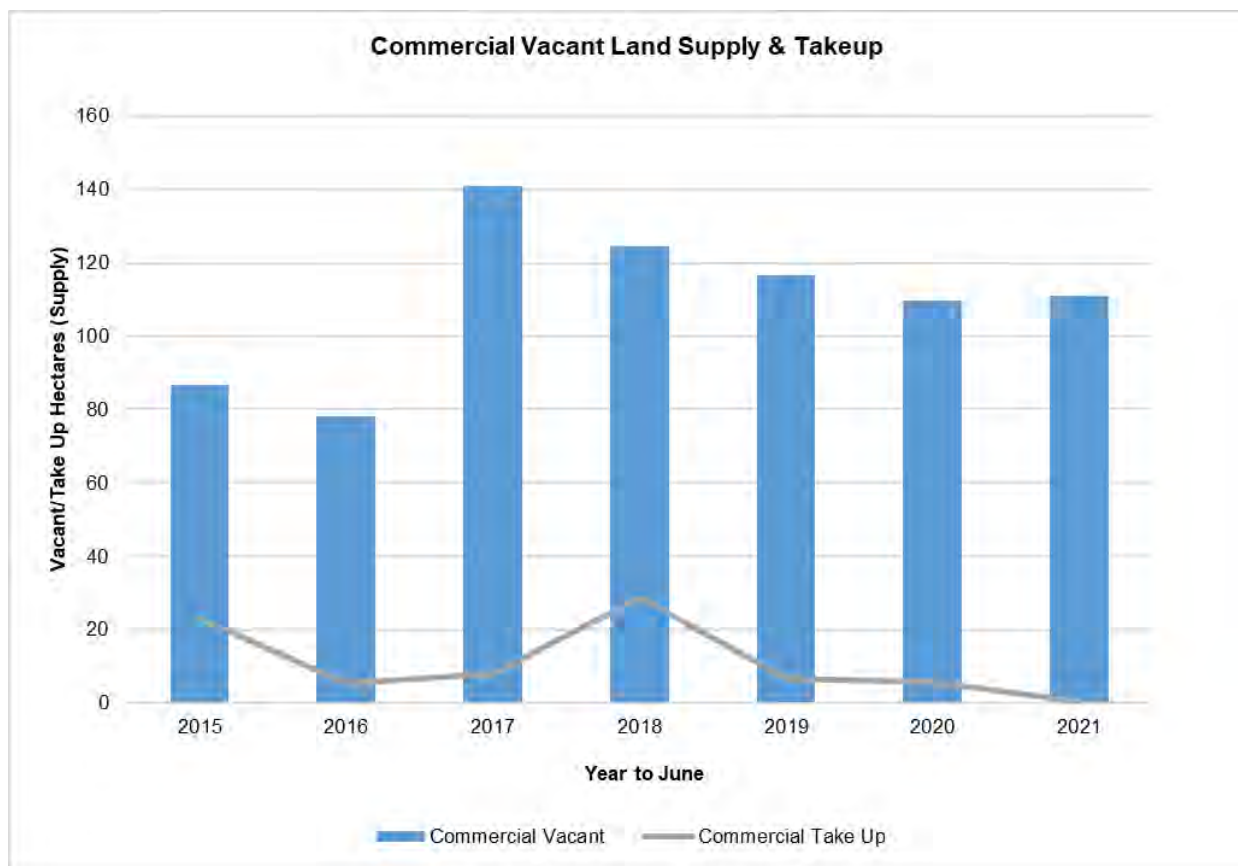
Commercial / Mixed Use	Vacant (potential) ha	Vacant (whole) ha	Total (ha)
Commercial			
Commercial Banks Peninsula	0	1	2
Commercial Central City Business	3	9	11
Commercial Core	15	41	56
Commercial Local	2	7	8
Commercial Office	3	1	4
Commercial Retail Park	1	5	7
Total Commercial	24	64	88
Mixed Use			
Commercial Central City (South Frame) Mixed-Use	1	2	3
Commercial Central City Mixed-Use	3	9	12
Mixed-Use Total	4	11	15
Total Commercial and Mixed-Use	28	75	103

The graph below shows that the supply of vacant commercial land in Christchurch increased in 2017 as a result of the District Plan becoming operative in December 2017. This included the rezoning of 17 hectares of vacant land at North Halswell as a new Key Activity Centre, zoned to accommodate the needs of a rapidly growing south-west population. This is followed by a slight decrease in 2018 and 2019, before steadying out in 2020 and 2021. The graph also illustrates the spike in commercial land take-up in 2018 associated with the City's rebuild. This, along with the commercial consents data²³, shows that this peak has now passed with commercial building activity and land development having dropped to a low level (0.7 hectares in 2021).

Figure 5: Commercial Vacant Land and Take-Up 2015-2021

²² Other than in the Central City Commercial Mixed Use Zone where it is permitted at ground floor level

²³ See GCP Urban Development Indications Quarterly Monitoring Report (June 2017) Indicator 7 and Table 5 of the PEL Report on Christchurch Business Land Capacity (page 29)



Source: Adapted from the GCP Quarterly Monitoring of Urban Indicators Report

Table 16 shows the size distribution of vacant commercial land in Christchurch City for each quadrant or zone.

Table 16: Size distribution of vacant commercial land parcels in Christchurch City (by %)

Quadrant / Zone	<1,000m ²	1,000m ² – 5,000m ²	5,000m ² – 1 ha	1ha – 2ha	2ha – 5ha	>5ha
Quadrant						
Central and West	37.7%	35.9%	17.1%	9.2%	0%	0.0%
East, South and South West	19.9%	17.1%	7.8%	22.3%	6.2%	26.8%
North and North East	14.7%	12.4%	15.7%	35.1%	22.1%	0.0%
Zone						
Commercial Central City Business	39.7%	50.5%	0.0%	9.7%	0.0%	0.0%
Commercial Central City (South Frame) Mixed Use	64.9%	9.9%	25.2%	0.0%	0.0%	0.0%
Commercial Central City Mixed use	47.4%	32.1%	8.8%	11%	0.0%	0.0%
Commercial Core	15.2%	13.4%	11.8%	30.2%	13.8%	15.7%
Commercial Office	2%	32%	15.1%	0.0%	50.9%	0.0%
Commercial Retail Park	16.3%	11.6%	27.8%	44.3%	0.0%	0.0%
Commercial Local	36.6%	24.2%	26.5%	12.7%	0.0%	0.0%

Total vacant commercial parcels (%)	24.9%	21.1%	13%	22.9%	9.5%	8.6%
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Source: CCC Vacant Land Register

As would be expected, the majority of commercially zoned land parcels are small, and many of these small sites are located in and around the CBD (noting that there is no minimum lot size in the Commercial Central City Business Zone). There is a more variable spread of site sizes in the Commercial Core zone as this zoning covers all the district centres (generally greater than 30,000m² retail GFA in size) and neighbourhood centres (generally between 3,000m² and 30,000m² retail GFA). Within the Commercial Core zone, there are varying parcel sizes, with the pattern of activities not necessarily reflecting the parcel size, due to prevalence of leasehold tenure. Shopping malls, for example, may be owned by one company but accommodate a large number of individual shops and some offices. Neighbourhood and local shopping areas are more likely to be in multiple land ownership.

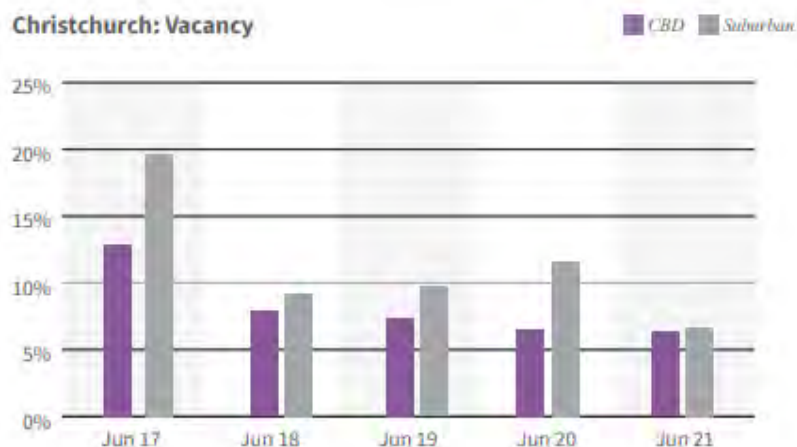
The commercial land size distribution shown in Table 16 above is “distorted” by the presence of two large zoned commercial zones at Belfast/Northwood (south of Radcliffe Road) and North Halswell, the former being developed for a retirement village. Both these zoned areas comprise several large titles, with the former all in single ownership while the latter is not. Because of tenure and site configuration variables, size of lots is less important for commercial than for industrial land. However, it appears that there is presently a range of vacant commercial lot sizes across the City which provides sufficient choice for businesses.

Commercial floorspace Vacancy

A healthy functioning, efficient, commercial market sector requires an element of floorspace vacancy in order to maintain choice, competitiveness and pricing and PEL has previously advised that an 8% vacancy rate provides the market with sufficient flexibility to meet its short-term needs (i.e., the movement of existing and new business)²⁴.

A review of vacant office space in October 2021 by JLL found there was 5.3% vacant space in the prime office market and with a limited supply in the pipeline, the level of vacant prime office floorspace was expected to remain low in the near term.²⁵ Similarly, the suburban market has shown lower levels of vacant floorspace as illustrated in the following graph.

Figure 6: Vacant floorspace



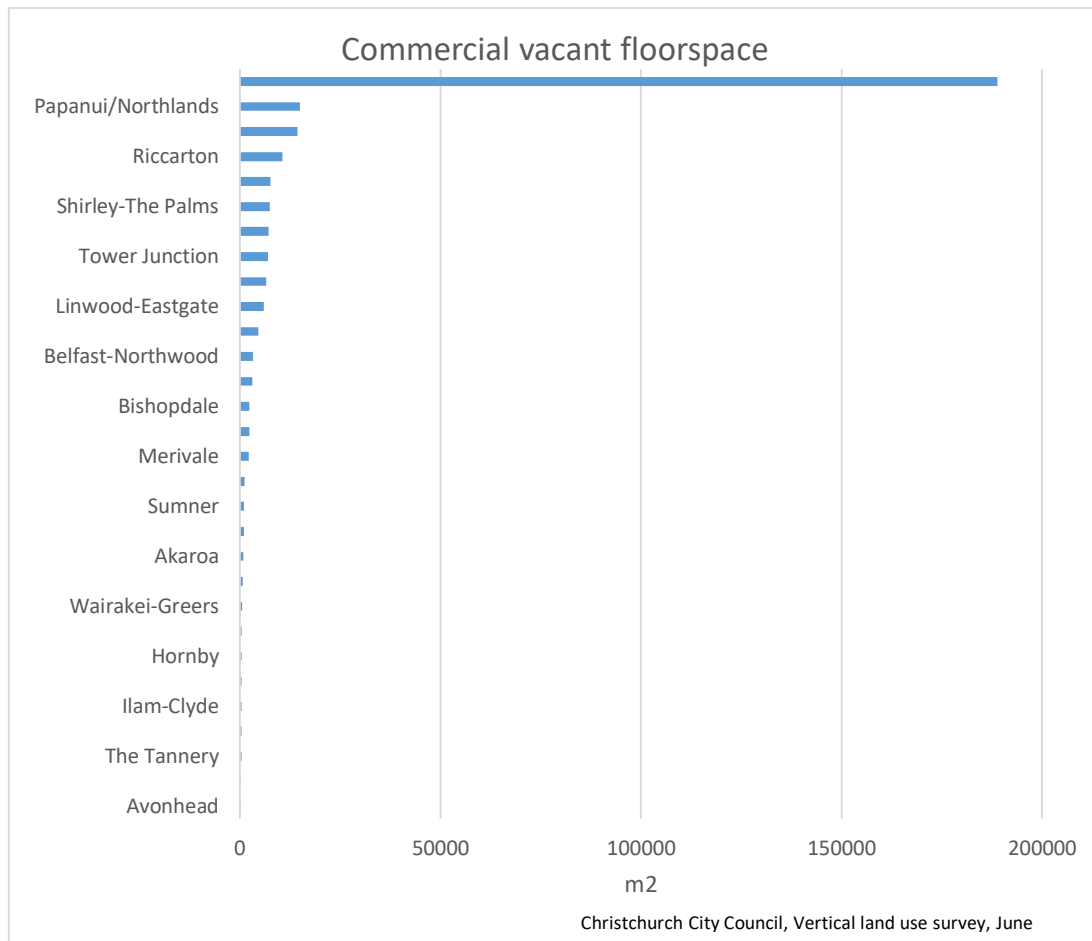
Source: JLL

As a comparison, Council’s annual vertical land use survey estimates the amount of vacant space in completed buildings across each floor in commercial and industrial zones across the city.

Figure 7: Floorspace by area

²⁴ Property Economics Limited (2017) Christchurch Business Capacity Assessment page 61

²⁵ <https://www.jll.nz/content/dam/jll-com/documents/pdf/research/apac/new-zealand/jll-nz-vertical-vacancy-review-q4-2021-final.pdf>



The data indicates that the Central City (not shown in the figure above), Papanui/Northlands, Riccarton and Moorhouse Avenue have the most vacant floor space while Avonhead, Colombo/Beaumont and The Tannery have the least amount of vacant floor space.

The Central City has 188,940m² of vacant floor space (comprised of 76,650m² vacant ground floor space and 46,446m² vacant first floor space). 224 Cashel Street (former IRD building – which has eight storeys of vacant space) and 161 Cashel Street (Grand Central Building) are two Central City buildings with the greatest amount of vacant floor space. This 188,940m² of vacant floor space has not been included in the sufficiency assessment of this capacity assessment, however the vacant floor space will help alleviate the shortfall of commercial development capacity in the long term.

Papanui/Northlands has the second highest amount of vacant floor space (14,969m²), spanning over ground and first floor tenancies. There are 7 vacant tenancies within Northlands Mall (at the time of the survey) albeit with a relatively small combined vacant space of 358m². There are also a few vacant tenancies along Papanui Road and Langdons Road. Like many other tenants, Briscoes has moved to the Northlink retail park development (still within the commercial centre).

Moorhouse Avenue has the third highest amount of vacant floor space (14,383m²) which mostly consists of some large vacant buildings on Pilgrim Place and a vacant tenancy in the new Spotlight building.

Selwyn District

In order to estimate the amount of supply in the commercial (Business 1 Zones) the SCGM undertakes a desktop assessment of the rates database and building footprints and was last done in 2019²⁶. In addition, as a ground-truthing exercise the Council has started monitoring commercial land within Rolleston, Lincoln, West Melton,

²⁶ Refer to the Market Economics Selwyn Capacity for Growth Model technical Report.

and Prebbleton to understand the rate of change. The results from any future surveys of floorspace will be incorporated in the next SCGM and BCA.

In the following section we present the results from the desktop analysis. While, the incorporation of the JLL results is likely to reduce the level of supply available within the district, the magnitude of the change is unlikely to change the findings of this study. Overall, we consider that the results presented in this report provide a reasonable proxy of the supply currently available.

The following table presents the supply in terms of hectares of land and two key metrics:

- Vacant land - properties that have no floorspace or building footprint in 2016.
- Vacant Potential - properties that have low levels of floorspace and for which additional floorspace is enabled within the property (potential for redevelopment).

The commercial supply in the plan enabled Business 1 zone is estimated to comprise 4.1 hectares of vacant land and 2.7 hectares of vacant potential, being between 4.1 to 6.8 hectares of available supply.

The supply results exclude vacant floorspace within existing buildings. The initial results from Selwyn's monitoring suggests that vacancy is very low. The scale of the floorspace vacancy in the B1 zone is well below a natural level that is required to maintain a healthy functioning, efficient, commercial market. Therefore, it is sensible to exclude this supply from the following assessment. Secondly, the redevelopment potential from fully developed properties²⁷ was not modelled. Given the age of buildings and relativity between full development levels and plan enabled development, it is less likely that this capacity will be utilised even in the long term.

Table 17: Vacant commercial land in Selwyn²⁸

Commercial	Vacant	Vacant Potential	Total
Rolleston	18ha	8ha	26ha
Lincoln	1ha	1ha	2ha
Other	0ha	2ha	2ha
Total Zoned	19ha	11ha	30ha

Source: SCGM

Waimakariri District

The same approach used for determining land supply in Selwyn was also used in Waimakariri. The concepts of vacant and vacant potential applied for Waimakariri are the same as Selwyn. Again, the supply results exclude vacant floorspace within existing buildings. The initial results from the JLL survey suggest that vacancy is very low at well below 5%. The scale of the floorspace vacancy in the B1 zone is well below a natural level that is required to maintain a healthy functioning, efficient, commercial market. Therefore, it is sensible to exclude this supply from the following assessment. Secondly, the redevelopment potential from fully developed properties²⁹ was not modelled. Given the age of buildings and relativity between full development level and plan enabled development, it is less likely that this capacity will be utilised even in the long term.

The commercial supply in the plan enabled Business 1 and 4 zone is estimated to comprise 13 hectares of vacant land and 18 hectares of vacant potential, being between 13 to 31 hectares of available supply.

Table 18: Vacant commercial land in Waimakariri³⁰

Commercial	Vacant	Vacant Potential	Total
Business 1 and 4 Zones	36ha	27ha	63ha

Source: WCGM

²⁷ Fully developed is a property that has buildings and floorspace that exceeds the level achieved in the local market.

²⁸ Note that these figures are currently under review and may be subject to change.

²⁹ Fully developed is a property that has buildings and floorspace that exceeds the level achieved in the local market.

³⁰ Note that these figures are currently under review and may be subject to change.

Greater Christchurch

Table 19 below summarises the quantum of vacant land at a TA and Greater Christchurch level.

Table 19: Summary of vacant commercial land at a TA and Greater Christchurch level

	Vacant (Whole)	Vacant (All) ³¹
Christchurch	75.0ha	103.0ha
Selwyn	19ha	30ha
Waimakariri	36ha	63ha
Greater Christchurch	84.8ha	133.5ha

The above table presents vacant land as a range. The lower figure in the range comprises the total area of wholly vacant land within the districts. The upper figure represents the vacant land supply when under-utilized or partially vacant land capable of more intensive redevelopment is included.

³¹ Vacant (all) includes wholly vacant and partly vacant sites in the context of Christchurch City, and wholly vacant and vacant potential in WDC and SDC

6.3 Industrial Land Supply

Christchurch City

Distribution of industrial land

The current distribution of industrial land is largely a result of historical settlement patterns and the rezoning of land through the district plan review on the periphery of the city. The earliest industry in Christchurch was in the Woolston area, near the Heathcote River, and focused on processing primary produce (e.g., tanneries, wool scouring, soap manufacture and flour milling.) Freezing works were established at Belfast and Islington and later a fertiliser works was built at Hornby. The rubber and plastics industry subsequently became important in the City, and further industry was established in the Sockburn area near the railway line and around the CBD. Christchurch also became a centre for clothing production for the domestic market, and later a centre for electronics.

While several of the longest established factories had closed by the latter part of the 20th century, the locational pattern of industry in the city has not changed dramatically over time. The older established industrial areas are still predominantly used for industrial purposes, albeit that some retail uses moved into industrial areas during a period when a more permissive planning regime of the previous City Plan was in place.

There has however been a trend in recent years for industry to prefer locations in the west of the city closer to SH1 and the airport. The degree of westwards movement of industry appears to have increased since the Canterbury Earthquakes, with temporary activity displaced out of the CBD to the suburbs becoming permanent in some instances, and geotechnical costs not favouring redevelopment in the east. In the short term, it appears that the trend for industrial tenants to relocate within the City to higher quality newer buildings in the west may have peaked³², with a slowdown in consents for industrial buildings³³ and industrial land take up.

The industrial policies and zoning pattern in the new Christchurch District Plan generally promote the use and redevelopment of industrial land for industrial purposes to assist earthquake recovery and limit its use as a location for commercial activity. In general, the buffering of heavy industrial areas (Industrial Heavy zones) with lighter industrial surrounds (Industrial General or Industrial Park zones) is intended to help limit any significant noise, odour, traffic, or other adverse effects of industry on people and the environment.

Vacant Industrial Land

According to Council's Vacant Land Register, Christchurch has 319 (including CMU) hectares of zoned industrial land along with additional land zoned within the Specific Purpose Airport Zone (96 hectares) that enables industrial activities as a permitted activity³⁴.

The City also has two areas of land that are unzoned but are identified as Greenfield Priority Areas for Business in the Canterbury Regional Policy Statement. These areas total 50 hectares but are not zoned nor serviced so have been deemed not currently available for industrial development.

Table 20: Vacant Industrial Land by Zone in Christchurch³⁵

Industrial / Specific Purpose	Vacant (part)	Vacant (whole)	Total (ha)
Industrial			
Commercial Mixed Use Zone	2	4	7
Industrial General	86	122	209
Industrial Heavy	160	197	358
Industrial Park	71	22	93

³² JLL, Pulse, 3rd Quarter 2017.

³³ Property Economics (January 2018) Christchurch Capacity Assessment, Table 6, page 30.

³⁴ Note that this figure should be treated with caution. Subsequent desk-top analysis suggests the airport land supply is somewhat lower than indicated here. Confirmation has been sought from CIAL, the majority landowner in this Zone and any updates can be updated subsequently.

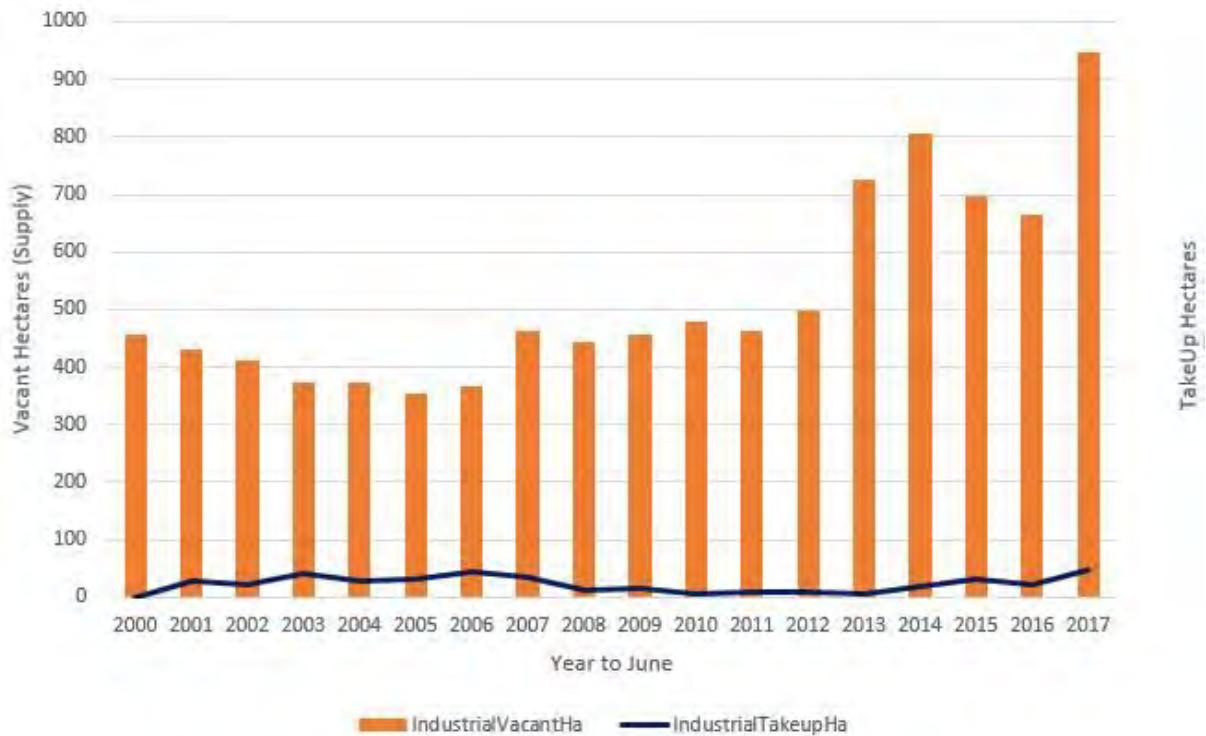
³⁵ Note that these figures are currently under review and any updates will be reflected in a February amendment.

711 Johns Road GPA (future potential) ³⁶			
Hawthornden and Russley Road GPA (future potential) ³⁷			
Industrial Total	319	345	667
Specific Purpose			
Specific Purpose Airport (Development Precinct) Zone	96	16	112
Specific Purpose Total	96	16	112
Christchurch Total	415	361	799

Source: CCC

CCC has been monitoring vacant industrial land and take up rates since 2000³⁸ and the results are shown in Figure 8.

Figure 8: Industrial Vacant Land Supply and Take-up³⁹



Source: Adapted from GCP Urban Development Indicators Quarterly Monitoring Report June 2017⁴⁰

The graph shows that the supply of vacant industrial land increased significantly from 2013 onwards as a result of plan changes rezoning land to industrial in the southwest of the city, first at South West Awatea and Wigram, then at Waterloo Business Park, Hornby and Hornby South. This was followed by significant additional areas being rezoned to industrial as a result of District Plan decisions becoming operative in 2017, at Belfast and in

³⁶ Identified as a Greenfield Priority Area for Business in the Regional Policy Statement

³⁷ As above

³⁸ Refer to section A11.5.1 of the Methodology in Appendix 11 for detail about the Vacant Land Register

³⁹ Note that the supply for 2017 indicated by this graph (912ha) is less than identified in this capacity assessment (1,010) due to inclusions in the latter of unzoned Greenfield Priority Areas for Business (50ha) and different methodologies for assessing vacant land supply in the airport zone.

⁴⁰ Note that the total vacant land shown here is slightly different from the totals included in elsewhere in this report. This is because of further ground-truthing of the 'vacant land register' since this graph was produced for the quarterly monitoring report.

the North West, and via Plan Change 84, which provides for light industrial uses at Christchurch Airport. The result is a very large supply of industrial land, allowing for considerable choice of location for the market.

In the decade of the 2000s, take-up of industrial land as indicated by the blue line fluctuated, with a peak of around 44 hectares in 2006 but trended downward after that time until post-earthquake increases in take-up in 2014 and 2015. Information on where this take-up of land has occurred is not readily available at this stage, although Indicator 5 of the first Urban Development Indications Quarterly Monitoring report⁴¹ suggests that it is mostly in the southwest on the basis that vacant land in the east and south is still proportionately higher than in the newer industrial suburbs in the southwest.

The NPS-UD requires consideration of lot size in relation to business land, and “sufficiency” needs to reflect the demand for different types and locations of development capacity.

Table 21: Size distribution of vacant industrial land parcels (by %) Table 21 shows the size distribution of vacant commercial land in Christchurch City for each quadrant or zone.

Table 21: Size distribution of vacant industrial land parcels (by %)

Quadrant / Zone	<1,000m ²	1,000m ² – 5,000m ²	5,000m ² – 1ha	1ha – 2ha	2ha – 5ha	>5ha
Quadrant						
Central and West	0.4%	6.0%	12.5%	13.4%	27.0%	40.6%
East, South and South West	8.2%	17.9%	16.7%	14.3%	19.1%	23.7%
North and North East	0.3%	5.6%	7.1%	18.9%	41.5%	26.7%
Zone						
Industrial General	5.1%	13.4%	21.3%	19.7%	20.1%	20.5%
Industrial Heavy	0.6%	7.5%	10.5%	14.0%	26.9%	40.4%
Industrial Park	0.8%	6.4%	2.1%	13.5%	61.3%	15.9%
Commercial Mixed Use	19.9%	50.4%	29.6%	0.0%	0.0%	0.0%
Specific Purpose Airport	0.0%	0.8%	6.0%	11.3%	29.4%	52.5%
Total vacant industrial parcels (%)	1.9%	8.4%	11.9%	14.9%	29.3%	33.5%

Source: CCC Vacant Land Register

In reality, size of lots is only one element of demand for industrial land and will be strongly influenced by the type of activity under consideration, and the size of lots which the market makes available. Table 21 above indicates that there is existing choice in sizes of vacant lots (albeit more limited at the lower end of the range) and with capacity to subdivide larger sites to suit. Unsurprisingly, there are significant areas of large unsubdivided lots in industrial zones, and across each of the three main industrial zone types. There are also large unsubdivided areas within the airport business area, although the size distribution figures above for the airport zone should be treated cautiously, as lots are often not subdivided on airport owned land, but rather nominated sites are leased to occupants.

There are a range of smaller sized vacant sites in the east, and in and around the CBD (Central) area. This is consistent with subdivision patterns in these older industrial areas, and the types of activities that have historically located there. Both Christchurch City and Selwyn Districts have seen greater demand for large sites to accommodate buildings such as for the storage and distribution industries which can be up to or over one hectare in size. Sites of this size result in faster take-up rates of industrially zoned land, a factor which has probably contributed to low rates of vacant land in the wider Hornby area.

⁴¹ <http://greaterchristchurch.org.nz/assets/Uploads/SPR-NPS-UDC-Quarterly-Monitoring-Report-for-GCP-Committee-final.pdf>

Selwyn District

In order to estimate the amount of supply in the Industrial (Business 2 Zones) the SCGM undertakes a desktop assessment of the rates database and building footprints and was undertaken for 2019⁴². In addition, as a ground-truthing exercise the Council has started monitoring industrial land within Rolleston and Lincoln to understand the rate of change. The results from any future surveys of floorspace will be incorporated in the next BCA.

In the following section, we present the results from the SCGM. These results have been modified to account for recent growth and overall, we consider that the results presented in this report provide a reasonable proxy of the supply currently available.

The following table presents the supply in terms of hectares of land and two key metrics:

- Vacant land - properties that have no floorspace or building footprint associated in 2016.
- Vacant Potential - properties that have low levels of floorspace and for which additional floorspace is enabled within the property (potential for redevelopment).

The following supply results exclude vacant floorspace within existing buildings. The initial results from Selwyn's monitoring suggest that this existing building vacancy is very low. The scale of the floorspace vacancy in the B2 zone is well below a natural level that is required to maintain a healthy functioning, efficient, market. Secondly, the redevelopment potential from fully developed properties⁴³ was not modelled. Given the age of buildings and relativity between full development level and plan enabled development, it is less likely that this capacity will be utilised even in the long term.

The plan-enabled industrial supply in the Business 2 zone is estimated to contain 142 hectares of vacant land and 37 hectares of vacant potential land, comprising between 142 and 179 hectares of available supply through to 2048.

Table 22: Vacant industrial land in Selwyn⁴⁴

Industrial	Vacant	Vacant Potential	Total
Rolleston	364ha	48ha	412ha
Lincoln	13ha	0ha	13ha
Other	0ha	0ha	0ha
Total Zoned	377ha	48ha	425ha

Source: SCGM

Waimakariri District

The industrial land supply in the Business 2 zone is estimated to contain 109 hectares of vacant land and 52 hectares of Vacant Potential land.

The following supply results excludes vacant floorspace within existing buildings. The initial results from the JLL survey suggest that vacancy is very low at well below 5%. The scale of the floorspace vacancy in the B2 zone is well below a natural level that is required to maintain a healthy functioning, efficient market. Therefore, it is sensible to exclude this supply from the following assessment. Secondly, the redevelopment potential from fully developed properties⁴⁵ was not modelled. Given the age of buildings and relativity between full development level and plan enabled development, it is less likely that this capacity will be utilised even in the long term.

Table 23: Vacant industrial land in Waimakariri⁴⁶

Industrial	Vacant	Vacant Potential	Total
Business 2 Zones	32ha	70ha	102ha

⁴² Refer to the Market Economics Selwyn Capacity for Growth Model technical Report

⁴³ Fully developed is a property that has buildings and floorspace that exceeds the level achieved in the local market.

⁴⁴ Note that these figures are currently under review and may be subject to change

⁴⁵ Fully developed is a property that has buildings and floorspace that exceeds the level achieved in the local market.

⁴⁶ Note that these figures are currently under review and may be subject to change

Source: WCGM

Greater Christchurch

Table 2 below summarises the quantum of vacant land at a TA and Greater Christchurch level.

Table 24: Summary of vacant industrial land at a TA and Greater Christchurch level

	Vacant (Whole)	Vacant (All) ⁴⁷
Christchurch	361ha	799ha
Selwyn	377ha	425ha
Waimakariri	32ha	102ha
Greater Christchurch	770ha	1,326ha

The above table presents vacant land as a range. The lower figure in the range comprises the total area of wholly vacant industrial land within the districts. The upper figure represents the vacant land supply when under-utilized or partially vacant land capable of more intensive redevelopment is included.

⁴⁷ Vacant (all) includes wholly vacant and partly vacant sites in the context of Christchurch City, and wholly vacant and vacant potential in WDC and SDC

7. Availability of Development and Other Infrastructure

7.1 Introduction

This section considers the availability of Council and other infrastructure to service business land for the various time periods specified in 3.4(3) of the NPSUD.

7.2 Assessment of Availability of Infrastructure

Additional Infrastructure

“Additional infrastructure” as defined in the NPS and (as relevant to business growth needs) includes land transport, and networks operated for the purpose of telecommunications, and transmitting or distributing electricity or gas.

To determine whether ‘additional infrastructure’ is, or is likely to be, available to meet business growth needs, information was sought from identified providers of other infrastructure both directly (through survey, email, and phone communication) and indirectly (through information sourced from ChristchurchNZ)⁴⁸. Enquiries were made to determine how the providers plan for growth and increased demand for infrastructure/services in those areas zoned for business activities in District Plans and/or identified for future growth in the Canterbury Regional Policy Statement and whether any of the business areas are constrained in respect of the infrastructure the organisation provides.

The information enabled councils to determine whether constraints would limit development and the availability of additional infrastructure over the next 30 years. In such circumstances, it would suggest that this land should be removed from or allocated to a later time period as part of plan-enabled capacity. Appendix 3 provides further information on additional infrastructure provision and funding systems for that infrastructure.

The assessment concludes that access to ‘Additional infrastructure’ is either available or likely to be available to service all business land needs over the next 30 years.

Development Infrastructure

“Development infrastructure” is defined in the NPS as ‘network infrastructure for water supply, wastewater, or stormwater, and land transport (as defined in section 5 of the Land Transport Management Act 2003), to the extent that it is controlled by local authorities’. A standard term also used for “network infrastructure” is “bulk infrastructure”. Both terms have the same meaning and exclude “local infrastructure” which is funded and provided by developers within their landholdings as development proceeds. Local infrastructure is usually subsequently vested in Councils to control and manage.

“Serviced” is not defined in the NPS-UD but is considered in this report as “serviceable by Council” i.e., there is capacity in the relevant network in the area which the developer may connect into. In some cases, the developer may need to provide a connection outside of their own landholding to reach that network, or where there is a wider community benefit Council may, if funding is available and allocated through its LTP, provide that connection, or enter into a cost sharing agreement with the developer to upsize that connection, to provide for other land to be serviced. It should be noted that some land is serviceable by Council, but there would be an issue if that land was being developed “out of sequence”, where connections through intervening land are either not agreed or not yet in place. Such land is not included in the following table of vacant business land not serviced by Council infrastructure.

The approach to identifying the availability of development infrastructure involved reviewing plan-enabled business land with members of each council’s infrastructure planning team, to identify any areas where a lack of development infrastructure could constrain development in the three-, ten- and thirty-year timeframes. During this process, both current and draft infrastructure planning and funding documents were reviewed.

⁴⁸ ChristchurchNZ (2017) Infrastructure Situation Report July 2017.

Analysis of development infrastructure shows that there are some areas of Greater Christchurch (notably in Christchurch City) that could be constrained by a lack of access to development infrastructure. These areas are not serviced at present, generally for either water supply or wastewater, although some areas are planned to be serviced in the medium term, as indicated in the current Long Term Plans. A few areas are not planned to be serviced by Council either in the medium or long term. Table 25 sets out the land in each of these categories, which are then discounted from supply for the relevant timeframes for the purposes of assessing sufficiency under the NPS-UD.

Development in some of these areas could be advanced by developers providing a connection outside of their landholdings to the City Council wastewater network (indicated by footnotes). There are however two areas where this cannot occur, either because the distance to the City Council's wastewater network is too great (Chaney's) or because there is inadequate capacity in the sewer in the area (Wairakei Industrial Park).

In Christchurch, the presence of aquifers across the City means that access to water supply may be obtained by drilling a well and obtaining a water right, so in general, a lack of access to a sewerage system (including for trade wastes or wet industry) is the only absolute constraint on industrial development. In the case of Chaney's, some dry industry is already established in the area relying on septic tanks, but this is not likely to be possible in the Wairakei ODP area for reasons of groundwater protection.

It should be noted that further business development is likely to lead to reductions in the level of service and capacity of transport infrastructure, resulting in increasing delays and congestion on the network, which could have a constraining impact on economic growth if not carefully managed. This will be considered further through long-term strategic planning.

The sequencing of residential development also influences the timing of when business land is viable to develop. This is evident recently in Selwyn District, where surrounding housing development needs to occur to establish the network infrastructure and critical population base to support the small Neighbourhood Centres in the Falcon's Landing subdivision and Geddes/Dryden Trust Special Housing Area and the Lincoln industrial park. These were either undeveloped or sit within partially developed 'greenfield' locations where sequencing of development and installation of infrastructure, including water and wastewater services, has yet to reach the property boundary of the identified commercial or industrial clusters.

In the context of Waimakariri District, there are no identified constraints in respect of development infrastructure. The Council's commitment over the past decade to major investment in infrastructure to cater for growth means that when considering development in the district over the next 30 years, the 'backbone' of the major infrastructure is already in place. In respect of transport, work is programmed over the next two to three years to improve the arterial link from the west of Rangiora and Southbrook commercial area to the State Highway and Kaiapoi via Fernside and Flaxton Roads. However, this does not preclude development occurring.

Table 25: Vacant business land not serviced by development (network) infrastructure – Christchurch City

Geographic Area	Short Term – Not Serviced		Medium Term (LTP ⁴⁹) – Not Serviced		Long Term (Infrastructure Strategy ⁵⁰) – Not Serviced	
Industrial						
Chaneys (IH)	47.00 ⁵¹	Selected sites can now connect to a new WW LPSS system to discharge to Kainga (37 ha). Sewer discharge restriction of 0.05 L/s/ha in place (Consent Notice on Title Deed). No WS services available.	47.01	No provision to provide WW capacity to remaining sites. No servicing provision in LTP. ⁵²	47.01	No provision to provide WW capacity to remaining sites. No WS servicing provision in Infrastructure Strategy
North Belfast (IG)	78.87	WW and WS Network links to be provided by developer. WS and WW pump station capacity available. Note: Sewer Limit Discharge Area. i.e., WW discharge restricted to 0.09 L/ha/s.	-	Provision in LTPs on staged basis for increased capacity of WW and WS pump station infrastructure to support development. Developer to provide WW and WS network to link to CCC Infrastructure in Belfast. No provision in LTP to provide network connections on behalf of the developer. Note: Sewer Limit Discharge Area i.e., WW discharge restricted to 0.09 L/ha/s.	-	
Wairakei Rd west of Stanleys Rd (IP)	40.70	Connection to CCC WW and WS network to be provided by developer.	40.70	No provision in LTP to provide network connections on behalf of developer	40.70	No provision in Infrastructure Strategy to provide network

⁴⁹ Info relates to both 2015-2025 and Draft 2018-2028 LTPs unless otherwise specified. Current and draft LTPs may specify programme funding only or alternatively set out individual projects.

⁵⁰ Current and draft IS may specify programme funding only or split out individual projects.

⁵¹ Note though those industrial activities currently operate successfully from this zone. It is effectively a non-serviced rural industrial zone

⁵² Too distant from Council infrastructure for developer connection to WW network as well as inadequate capacity in WW pump station.

Geographic Area	Short Term – Not Serviced		Medium Term (LTP ⁴⁹) – Not Serviced		Long Term (Infrastructure Strategy ⁵⁰) – Not Serviced	
		<p>Developer to provide WW and WS network to link to CCC Infrastructure.</p> <p>Note: Sewer Limit Discharge Area. i.e., WW discharge restricted to 0.09 L/ha/s.</p>		<p>Note: Sewer Limit Discharge Area i.e., WW discharge restricted to 0.09 L/ha/s.⁵³</p>		<p>connections to CCC Infrastructure.</p> <p>Note: Sewer Limit Discharge Area i.e., WW discharge restricted to 0.09 L/ha/s.</p>
Memorial Ave MAIL (IP)	22.76	<p>WW network connection available.</p> <p>Note: Sewer Limit Discharge Area i.e., WW discharge restricted to 0.09 L/ha/s</p> <p>Developer to provide water network link main through site to connect to the CCC water network.</p>	-	<p>Provision in LTP to provide additional WW infrastructure capacity to support development post 2023 (Avonhead Road wastewater upgrade).</p> <p>Note: Sewer Limit Discharge Area i.e., WW discharge restricted to 0.09 L/ha/s</p> <p>No provision in LTP to provide WS network link main through site.</p>	-	-
SW Hornby IH rural wastewater irrigation area (west of Shands Rd and south of IG).	61.5 ha	<p>WW and WS service being installed by developer.</p> <p>Note: Sewer Limit Discharge restricted to 0.09 L/ha/s</p>	-	-	-	-
Springs Road (IH)	15.92	No WW or WS service.	15.92	<p>Developer to provide WW and WS network to link to CCC infrastructure in Halswell Junction Road. No provision in LTP to provide network</p>	15.92	<p>Developer to establish WW and WS network to link to CCC infrastructure in Halswell Junction Road. No provision in LTP to provide these</p>

⁵³ Limited capacity in WW system for developer to connect into.

Geographic Area	Short Term – Not Serviced		Medium Term (LTP ⁴⁹) – Not Serviced		Long Term (Infrastructure Strategy ⁵⁰) – Not Serviced	
				connections on behalf of the developer. Note: This was a condition of the plan change i.e., that the developer will provide linkage to Halswell Junction Road. ⁵⁴		networks on behalf of the developer.
Awatea (south of motorway) (IP)	10.47	WS service available in Mcteigue Road. WW service available in Bill Harvey Drive. Developer to provide WW and WS network to link to CCC infrastructure. Note: Sewer Limit Discharge Area i.e., WW discharge restricted to 0.09 L/ha/s	10.47	No provision in LTP to provide network connections on behalf of the developer. ⁵⁵	10.47	No provision in LTP to provide network connections on behalf of the developer. No provision for WW servicing in IS.
Total Industrial Not Serviced	277.22		114.10		114.10	
Greenfield Priority Areas ⁵⁶	Area not serviced (ha)	Notes	Area not serviced (ha)	Notes	Area not serviced (ha)	Notes
711 Johns Road	15		15	Limited WW discharge capacity available, no WS planned in LTP	15	No provision in Infrastructure Strategy to extend CCC WW and WS network into this area.

⁵⁴ Could be serviced in MT and LT by developer funded connection to Council system (restrictions will apply due to capacity limits of WW pump station).

⁵⁵ Could be serviced in MT and LT by developer funded connection to Council system.

⁵⁶ I.e., not yet zoned and therefore not considered part of supply except in long term.

Geographic Area	Short Term – Not Serviced		Medium Term (LTP ⁴⁹) – Not Serviced		Long Term (Infrastructure Strategy ⁵⁰) – Not Serviced	
Hawthornden Road	35.00		35.00	Some WW and WS capacity available (modelling not completed to confirm). Developer to provide WW a network to link to CCC infrastructure in Avonhead Road. Developer to provide WS link main from Avonhead Road to Hawthornden Road. No provision in LTP to provide network infrastructure on behalf of Developer.	35.00	No provision in Infrastructure Strategy to extend CCC WW and WS network into this area.
Total Greenfield Not Serviced	50		50		50	
Commercial						
Belfast/Northwood (CC zone)	9.44	No WW or WS network infrastructure, cap on traffic until Northern Arterial in place.	--	Provision in LTP to increase WS supply capacity to provide for this area. Network WW infrastructure capacity could be provided by Council post 2023 (programme funding in each case). Northern Arterial expected to be opened around 2021.	--	
Total Commercial Not Serviced	9.44		0.0		0.0	

Advice Note:

There are no identified infrastructure constraints for the balance of vacant and partly vacant land within already built-up Industrial and Commercial Zones that would preclude development.

Table 26: Vacant business land not serviced by development (network) infrastructure – Selwyn District

Geographic Area	Short Term – Not serviced		Medium Term (in LTP) – Not serviced		Long Term (Infrastructure Strategy) – Not serviced	
	Area not serviced (ha) ⁵⁷	Notes	Area not serviced (ha)	Notes	Area not serviced (ha)	Notes
All vacant business land is able to be serviced for each time period.						

⁵⁷ The size of the business areas has been calculated off GIS, with the overall size being inclusive of roads, reserves and utilities.

Table 27: Vacant business land not serviced by development (network) infrastructure – Waimakariri District

Geographic Area	Short Term – Not serviced		Medium Term (in LTP) – Not serviced		Long Term (Infrastructure Strategy) – Not serviced	
	Area not serviced (ha) ⁵⁸	Notes	Area not serviced (ha)	Notes	Area not serviced (ha)	Notes
All vacant business land is able to be serviced for each time period.						

⁵⁸ The size of the business areas has been calculated off GIS, with the overall size being inclusive of roads, reserves and utilities.

8. Suitability of supply

8.1 Introduction

The NPS-UD requires an assessment of whether any identified development capacity for business land is suitable for each business sector. A local authority has discretion on how it determines whether development capacity is suitable, but must, as a minimum, include suitability in terms of location and site size. As noted earlier, Councils are to engage with the development sector and infrastructure providers.

8.2 Methodology

The multi-criteria analysis (MCA) approach assesses clusters against attributes sought generally by the relevant development sector. For industrial activities, it is difficult to imagine a site so constrained that it would not be possible to use the site for an activity like storage units, stockpiling of landscaping materials or equipment hire.

An alternative option is to undertake a site level assessment to gain a more detailed understanding of the suitability of individual sites for development. Each of the Territorial Authorities have elected to undertake a broad area assessment for consistency. The MCA is a broad picture of the relative level of constraint on particular areas based on information presently known to Council planning staff. The methodology is outlined in Appendix 4 with the results discussed in Appendix 5. These scores reflect the constraints that would apply to a generic commercial or industrial development anticipated by the relevant zone and would likely change if the requirements of a specific activity were considered.

Sites listed below as not suitable and recommended for removal from development capacity for the purposes of this assessment are sites that either:

- a) meet the very high test of being so constrained that they are very unlikely to be suitable for the majority of industrial or commercial activities anticipated by the zone; or
- b) have a resource consent with a high likelihood of implementation for a non-commercial or non-industrial activity.

8.3 Suitability for Commercial Development

Christchurch City

Most commercial-zoned sites in Christchurch City are likely to be suitable for some form of commercial activity. Almost all of the centres are on arterial roads with good visibility. The highest scoring centres were generally established centres in residential areas with lower natural hazard risks and few contaminated sites. Lower scoring centres were generally:

- a) greenfield emerging centres where servicing still needs to be established and/or the residential catchment has not developed or developed to the anticipated capacity (noting that whilst these centres may not be suitable to develop now, they are likely to be in the future); and
- b) established centres with more significant land contamination or natural hazards issues.

The centres listed in Table 28 have vacant land that is considered to be not suitable for the reasons discussed below.

Table 28: Centres with vacant land that is considered not suitable for commercial development

Centre	Area not suitable (m ²)	Reason
Land on the SW corner of Main North Road and Radcliffe Road	4,750	Site has resource consent and is being developed for a retirement village
32A Central City Business	2,048	Site has recent consent to rebuild a historic church.

32F Central City Mixed Use	5,058	Three sites with recent consents for apartment complexes.
50A Redmund Spur	3,176	Centre is not connected to the road network or servicing, is relatively isolated and does not seem at the moment to have a sufficiently large existing residential catchment to support most commercial activities.
Total	15,032	

Redmund Spur was the only centre where none of the vacant land was considered suitable. Two other emerging greenfield centres (Highfield North and Highfield South) scored less than 80 (out of 104) because the surrounding residential catchment was considered not sufficiently developed to support commercial development at the current time.

The two established centres that scored less than 80 (out of 104) are Ferrymead and New Brighton. This reflects in part the fact that they are low-lying coastal centres in flood-prone areas where there is relatively high liquefaction risk and, in the case of Ferrymead, past uncontrolled filling that may increase the likelihood of contaminated soils. While vacant land in these centres may be suitable to develop in the shorter term, over a longer horizon there is need to consider the increasing risk to these centres posed by sea-level rise and increased costs for developers associated with mitigating those risks (for example, by the need to raise floor levels).

Three alternate scenarios considered most likely to affect the suitability of land supply in Christchurch City over the next 30 years and which will be the subject of future BCAs are:

- a) Vacant land in coastal centres such as Ferrymead and New Brighton becoming increasingly at risk of coastal hazards.
- b) A higher-than-expected take-up of residential activities in mixed-use zones, particularly in zones like the CCCMU where a number of recent consents for apartments have been issued in a cluster around the North Frame. Under this scenario the proportion of mixed-use land assumed to be in residential use may increase.

Greenfield emerging centres develop more quickly than anticipated meaning that centres which are were previously considered constrained by a lack of catchment or infrastructure would be more likely to come on-stream e.g., Redmund Spur.

It is recommended that the land supply in these areas is closely monitored to inform future capacity assessments.

Selwyn District

The MCA provided scores for the nine broad areas (Business 1 and Neighbourhood Centres) where there is plan enabled capacity, with there being little variation and most areas scoring highly. This signals that although some of the business clusters had constraints, these are unlikely to be so significant that it makes the land unsuitable to develop from a market perspective.

Lower scoring centres were generally:

- Broadly older centres (Lincoln and Prebbleton score of 3), which perform poorly for Land Assembly because of the fractured nature of land that may slow development in the areas.
- The Land Remediation score for the large centres (Rolleston Town Centre, Lincoln Town Centre and Prebbleton Town Centre) was lower than the smaller centres. These three centres have potential land contamination and/or fill issues which contribute to the lower score (3).
- Prebbleton town centre has potential issues associated with onsite stormwater management where part of the site may be managed on site while other areas fall within the catchment of an existing integrated scheme.
- The Planning Constraints criteria score for the large centres (Rolleston Town Centre, Lincoln Town Centre and Prebbleton Town Centre) was lower than the smaller centres. This variation is attributed to additional planning rules within the Key Activity Centre's of Rolleston and Lincoln that require an

assessment of urban design and restrictions on activity types in these areas, which reduces the flexibility of land use for some types of commercial activity (for example Large Format Retail).

- The Lincoln Town Centre also has a lower visibility score, which is due to a portion of the town centre being located behind Gerald Street.

Overall, the business clusters scored highly on average across the board, establishing that there appear to be few constraints to the market to develop vacant land or to redevelop existing sites. This is consistent with the advice provided at the one-on-one engagement discussions held with the significant landowners who signalled an interest in meeting⁵⁹.

Waimakariri District

The MCA was completed for seven broad areas that have commercial zones (Business 1 and Business 4).

The scores under the Accessibility criteria are consistent across most areas, with only one area scoring a 3 (Ravenswood). In this instance, the accessibility of the area is expected to improve when a planned road is connected to State Highway 1 (in the operative District Plan). The uniformity of the scores means that this criterion is likely to have little impact when differentiating between areas.

Under the Land Assembly criteria there was larger variation in scores than most of the other criteria. Broadly older centres (Rangiora and Kaiapoi Town centres score of 2) perform poorly because of the fractured nature of land which may slow development in the areas. The newer areas (Ravenswood and Kaiapoi Silverstream score of 4) have not been subject to subdivision / purchase by multiple landowners and will be more able to readily supply land to meet the demand of the market.

The Remediation and Infrastructure criteria have the same score for all of the broad areas. Under the Natural Hazards criteria there is the most variation amongst all the centres assessed. The worst score is Kaiapoi Town Centre (score 1) and Kaiapoi Silverstream (score 2), which are both identified as high hazard areas. The remaining areas have no significant hazards.

The scoring against the Planning Constraints criteria is consistent across most areas, with only one area scoring a 3 (Rangiora Town Centre). There are some planning rules that necessitate an urban design assessment or restrict parking and pedestrian access in Rangiora which reduces the flexibility of the land in this area for some types of commercial activity. Finally, the scoring under the Other Development Constraints criteria is the same score for all the broad areas.

Overall, the business clusters scored highly on average across the board, establishing that there appear to be few constraints to the market to develop vacant land or to redevelop existing sites.

Greater Christchurch

The preceding assessment indicates that all land is suitable across the TAs, with some exceptions in a Christchurch City context. As stated earlier, this reflects the nature of the assessment and feedback from the development sector that unless a site-by-site assessment is completed of costs and all possible scenarios, it is unlikely that land will be found to not be suitable.

8.4 Suitability for Industrial Development

Christchurch City

Most industrial-zoned sites in Christchurch City are likely to be suitable for some form of industrial activity. There was not significant variability between the scores for most of the clusters which fell into an approximately 10-point range near the top of the scale. Almost all of the clusters were on arterial roads with good access to the rail network, airport or port. Most established clusters had some contaminated sites and some natural hazard related constraints but generally not to the point that it was considered that development would not be suitable.

⁵⁹ Davie Lovell-Smith on behalf of BHL and Hughes Developments Ltd, Gillman Wheelans Ltd, Nimbus Group; Lincoln Developments Ltd, Denwood Trustee, Suburban Estates, Sparr Developments Ltd and White Gold Ltd.

Limited bulk servicing provision to some clusters affected the kinds of industries that could be expected to locate in those clusters but did not limit suitability overall. For example, a number of industrial clusters around southwest Hornby have limits on the amount of wastewater that can be discharged into the public wastewater network. This would constrain industries that rely on significant wastewater discharges but would not constrain “dry” industries like storage, light manufacturing, or logistics.

The two lower-scoring clusters are identified as greenfield priority areas (GPAs) for business in the CRPS but were not rezoned in the last District Plan review. While the two areas are more constrained than other clusters because they are still zoned for rural activities, are generally not serviced, and have other infrastructure-related constraints, they are still considered suitable. Even though industrial activities would require a non-complying a resource consent application, the application would have some policy support in the CRPS.

The following clusters have vacant land that is considered not suitable for the following reasons.

Table 29: Clusters with vacant land that is considered not suitable for industrial development

Cluster	Area not suitable (m ²)	Reason
26C Bower Avenue	1,896	Several sites have very significant natural hazards constraints.
46C Woolston / Ferrymead	5,185	Site of a demolished apartment complex intended to be rebuilt
52B Lyttelton	2,529	Site has recent consent to rebuild a historic fire station
Total	9,610	

In the context of the significant supply of industrial land within Christchurch City identified in the preceding section, this one hectare of ‘unsuitable’ land would appear to be insignificant.

Selwyn District

The MCA evaluations signal that all plan-enabled sites in Selwyn are likely to be suitable for some form of industrial activity.

The scores against most of the criteria are uniformly high across both broad areas (i.e., no difference on the score for Accessibility to the Transport Network, Land Assembly, Land Remediation Requirements, Natural Hazards, Planning Constraints and Other Development Constraints). It was only against one criterion (Location-specific Infrastructure) that there was a distinction between the two broad industrial areas. The Lincoln Industrial Hub (Business 2B Zone) has a lower score because of the onsite stormwater management requirements in this area and the likelihood that this will need to be managed within an integrated scheme developed at the same time as the adjoining residential subdivision.

In summary, the MCA scores show that there is very little difference between the broad areas that are zoned industrial and establishes that there are few constraints to the market to develop vacant land or to redevelop existing sites from a general suitability perspective.

Waimakariri District

The MCA evaluation provided scores for seven clusters that have an industrial zoning (Business 2). In summary, there is more variation in the scores (although the differences are small) for the industrial clusters in Waimakariri than the commercial broad areas.

The scores for accessibility criteria are consistent across most areas, with three areas scoring a 3 (Rangiora, Kaiapoi 1, Ravenswood). These areas are expected to be connected to main roading infrastructure in the future (either via Collector Road, Strategic Road, Arterial or Urban State Highway).

Scores against the Land Assembly criteria had the larger variation than most of the other criteria. Broadly older centres (Rangiora and Kaiapoi Town centres score of 2) perform poorly because of the fractured nature of land which may slow development/redevelopment in the areas. While the newer areas (Ravenswood score of 4) have not begun land division and will be more able to readily supply land to meet the demand of the market.

The scores against the Remediation criteria are the same for most areas. Only Rangiora area has a lower score of 2, which is related to the potential contamination and landfill in the area.

Scores against the Infrastructure criteria are the same for all the clusters.

The most variation in scores was against the Natural Hazards criteria. Kaiapoi Centre and Kaiapoi Smith Street (score 1) had the lowest scores which reflects their location in high hazard areas. The Rangiora and Southbank areas are identified as medium hazard areas which results in a score of 2. The remaining areas have no significant hazards.

In summary, the MCA scores show that there is very little difference between the clusters that are zoned industrial and establishes that there are few constraints to the market to develop vacant land or to redevelop existing sites from a general suitability perspective.

Greater Christchurch

The preceding assessment indicates that all land is suitable across the TAs, with some exceptions in a Christchurch City context. Like Commercial land, this reflects the nature of the assessment and feedback from the development sector.

9. Sufficiency of Business Land

9.1 Introduction

The final step in the business development capacity assessment is to establish whether the amount of suitable, serviced development capacity is sufficient to meet the estimated demand for different types and locations of business land and floor area.

Sufficient/sufficiency is defined in the NPS-UD as “the provision of enough development capacity to meet housing and business demand, and which reflects the demands for different types and locations of development capacity”.

The results are set out below.

9.2 Commercial⁶⁰ Land Sufficiency

Christchurch City

Comparison of projected demands against available plan-enabled supply indicates that Christchurch City has sufficient commercial land over the short and medium terms. However, a projected shortfall of 110.1 hectares is projected over the long term. This reflects the shift in the economy’s employment composition to a projected higher proportion of commercial employees⁶¹. It must be borne in mind that the sufficiency of commercial land development depends inherently on the assumptions used to calculate demand and supply projections⁶². A higher average building storey height assumption would obviously have a bearing on overall commercial land sufficiency citywide, but particularly for the Central City where taller buildings are more likely.

Table 30: Sufficiency of commercial land in Christchurch City

Christchurch City	Short Term Land Requirements	Medium Term Land Requirements	Long Term Land Requirements
Commercial Offices	25	61	157.9
Retail	8.0	23.6	53.7
Total Demand	33	84.6	211.6
Total Supply	103	103	103
Less land that is not serviced ⁶³	9.4	0	0
Less land that is not suitable ⁶⁴	1.5	1.5	1.5
Sufficiency	59.1	16.9	-110.1

Selwyn District

A comparison of projected demand against available plan-enabled supply utilising the wholly vacant land measure indicates that Selwyn has sufficient commercial land in the short term, but that there is a projected under-supply within the medium term of three hectares. A shortfall of 31 hectares is projected in the long term, once again using the wholly vacant land supply measure, including within the townships of Lincoln and West Melton. Vacant Potential supply may provide additional capacity sufficient to meet medium term needs, although it is dependent upon more optimal uses of business land. The variations between the Vacant and Vacant

⁶⁰ Land available for offices, commercial services and retail activities

⁶¹ Property Economics, Christchurch Business Land Capacity Assessment (2018) page 57-58.

⁶² Note that the Christchurch District Plan enables buildings of 28m (around 7 storeys) in the Central City Business Zone and 17m (4 storeys) in the Central City Mixed Use Zone, as a permitted activity.

⁶³ i.e., excludes land that has a servicing constraint over the short, medium or long term.

⁶⁴ i.e., excludes land that has been assessed by CCC as not suitable.

Potential supply estimates emphasise the need for regular monitoring to gauge the extent to which commercial land is utilised or redeveloped to more optimal ratios in Selwyn than what is currently the case.

Table 31: Sufficiency of commercial land in Selwyn District

Selwyn District	Short Term Land Requirements	Medium Term Land Requirements	Long Term Land Requirements
Total Demand	6ha	18ha	50ha
Total Supply	19ha	19ha	30ha
Sufficiency	13ha	1ha	-20ha

Waimakariri District

Comparison of projected demands against available plan-enabled supply indicates that Waimakariri has a potential shortfall of land of around 17ha in the long term (when considering only vacant commercial land) as outlined in Table 32. If the underutilization of existing commercial land is included into the total supply available, this changes the overall result from a shortfall of 17ha to an overprovision of land by 1ha.

Table 32: Sufficiency of commercial land in Waimakariri District

Waimakariri District	Short Term Land Requirements	Medium Term Land Requirements	Long Term Land Requirements
Total Demand	4ha	12ha	32ha
Total Supply	36ha	36ha	63ha
Sufficiency	32ha	24ha	31ha

Greater Christchurch

The results on sufficiency at a Greater Christchurch level indicate a sufficient supply of suitable commercial land to meet demand in the short and medium term. In the long term, there is an apparent shortfall. However, as stated above, this is premised on a number of assumptions to calculate demand and supply and further testing of these assumptions will be required together with active monitoring of take-up rates and projected changes in demand. The redevelopment of under-utilised sites and use of existing vacant floorspace may also affect the extent to which there is sufficient land.

Table 33: Sufficiency of commercial land in Greater Christchurch

Greater Christchurch	Short Term Land Requirements	Medium Term Land Requirements	Long Term Land Requirements
Total Demand	43ha	114.6ha	293.6ha
Total Supply	150.1ha	156.5ha	194.5ha
Sufficiency	107.1ha	41.9ha	-99.1ha

9.3 Industrial Land Sufficiency

Christchurch City

Table 34: Sufficiency of industrial land in Christchurch City

Christchurch City	Short Term Land Requirements	Medium Term Land Requirements	Long Term Land Requirements
Total Demand	18.4	35.7	119.2
Total Supply	778	778	778
Less land that is not serviced ⁶⁵	277.22	114.10	114.10
Less land that is not suitable ⁶⁶	0.96	0.96	0.96
Sufficiency	481.42	627.24	543.74

Selwyn District

Table 35: Sufficiency of industrial land in Selwyn District

Selwyn District	Short Term Land Requirements	Medium Term Land Requirements	Long Term Land Requirements
Total Demand	42ha	131ha	347ha
Total Supply	377ha	377ha	425ha
Sufficiency	333ha	246ha	78ha

Waimakariri District

Table 36: Sufficiency of industrial land in Waimakariri District

Waimakariri District	Short Term Land Requirements	Medium Term Land Requirements	Long Term Land Requirements
Total Demand	12ha	31ha	79ha
Total Supply	32ha	32ha	102ha
Sufficiency	20ha	1ha	23ha

Greater Christchurch

At a Greater Christchurch level, there is a significant quantum of industrial land, based on an assessment of fully and part vacant land, sufficient to meet long term demand. If the plan enabled capacity is limited to wholly vacant sites, the assessment projects a shortfall of industrial zoned land in the long term of 37 ha at a Greater Christchurch level. However, this does not take account of partially vacant sites or redevelopment potential of existing developed sites, which in many areas makes a significant contribution to land supply. Nor does it consider land that is not serviced but will continue to be utilised for industrial activities (e.g., Chaney's), and land that may be serviced as a result of provision by developers and/or the reconsideration of funding priorities. There remains a need for monitoring and future capacity assessment to consider the supply at a finer grain and whether it is meeting the needs of specific industries.

Table 37: Sufficiency of industrial land in Greater Christchurch

Greater Christchurch	Short Term Land Requirements	Medium Term Land Requirements	Long Term Land Requirements
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⁶⁵ i.e., excludes land that has a servicing constraint over the short, medium or long term.

⁶⁶ i.e., excludes land that has been assessed by CCC as not feasible.

Total Demand	72.4ha	197.7ha	545.2ha
Total Supply	918.8ha	1,072.9ha	1,189.9ha
Sufficiency	846.4ha	874.2ha	644.7ha

10. Conclusions and Recommendations

10.1 Christchurch City

Industrial Land

Overall, the capacity assessment indicates that Christchurch City is likely to have sufficient, suitable, and serviced industrial land supply to meet projected needs for the next 30 years. There is 778 hectares of vacant industrial land in Christchurch City that is zoned for industrial purposes along with a further 50 hectares of rural zoned land that is identified in the Canterbury Regional Policy Statement as potential future industrial land. Whilst some of this land (around 114 hectares) has infrastructure servicing and other constraints over the long term that may limit the ability to bring the land to market over the planning period, even excluding this land would still leave a balance of 627 hectares available to meet a projected long-term demand for 119 hectares of industrial land in the city. CCC considers some of this constrained land will nonetheless also be utilised for industrial purposes over the long term as a result of developer led provision of infrastructure, reconsideration of infrastructure funding priorities and / or because some land can be used for industrial purposes, even without being fully serviced.

There is considered to be a good distribution of industrial land, in a range of property sizes and tenures, around the City to meet foreseeable demands. Continued monitoring of vacant land and take-up rates around the city will be important to understand the locations of greatest demand and whether land supply is being responsive to those demands over time.

Based on this assessment, there is no evidential need to identify new industrial land supply in the short, medium, or long terms. Based on this over-supply, neither does there appear to be a need to rezone the two rural areas currently identified in the CRPS as potential future industrial locations.

Commercial Land

For Commercial land, there will be a need for additional capacity in Christchurch City. Long term, the Christchurch area is estimated to require an additional 110 hectares above the current zoned provision. Given the relationship between population and household growth and commercial land demands, it is appropriate that this additional commercial land provision be focussed in centres to serve residential growth areas including the central city, key activity centres, and new commercial centres which may be developed to support new suburban residential communities.

The Future Development Strategy will need to consider how to respond to this shortfall and which should consider the following:

- The extent to which existing industrial land in and around the Central City might be anticipated to meet future demands for commercial activity over the medium and longer term i.e., as older industrial land is naturally redeveloped for higher value commercial (and residential) uses.
- Opportunities for additional development capacity to be provided through making more efficient use of existing commercially zoned land including through the Housing and Business Choice Plan Change that will enable significant more capacity in and around commercial centres for office and other activities above ground floor. The city centre for example, will have significantly greater height limits, enabling significantly more capacity.
- Opportunities to provide additional commercial capacity through the redevelopment of surplus brownfield industrial land for commercial or mixed uses.

10.2 Selwyn

Industrial Land

For Selwyn, the modelling suggests that there will be more than sufficient supply to meet the demand for industrial land through the medium-term and the long-term. The increased industrial demand is from better understanding of freight demand while the increased capacity is met through recent private plan changes. The

plan-enabled land is serviced and relatively free from any development constraints that may limit its suitability to be developed or redeveloped for some form of industrial activity. Ongoing stakeholder engagement and monitoring of the uptake of industrial land is required to quantify whether this projected over-supply reflects market realities. Based on this assessment, there is a need to strategically plan for new industrial land in the long-term, which is largely freight-based land.

Commercial Land

For Selwyn, the modelling of commercial demand and supply estimates are indicating that there is insufficient land available into the long-term. The amount of business land improves when vacant potential capacity is utilised, however, this assumes that business land will be used more optimally in the future.

The Future Development Strategy will need to consider how to respond to this shortfall and which should consider the following:

- Ability of Vacant Potential land supply to meet retail and industrial demand and if not, where this potential shortfall could be accommodated.
- Regular ongoing monitoring of population and employment growth to reality check the rates of uptake and optimisation of business zoned land.
- Consider the individual demand and supply requirements for commercial land at a township level in Selwyn District.
- Consideration of the supply of land for specific types of commercial development, having regard to the size of parcels (e.g., small format / large format retail). This has not been addressed as part of this capacity assessment for SDC.

10 .3 Waimakariri

Industrial Land

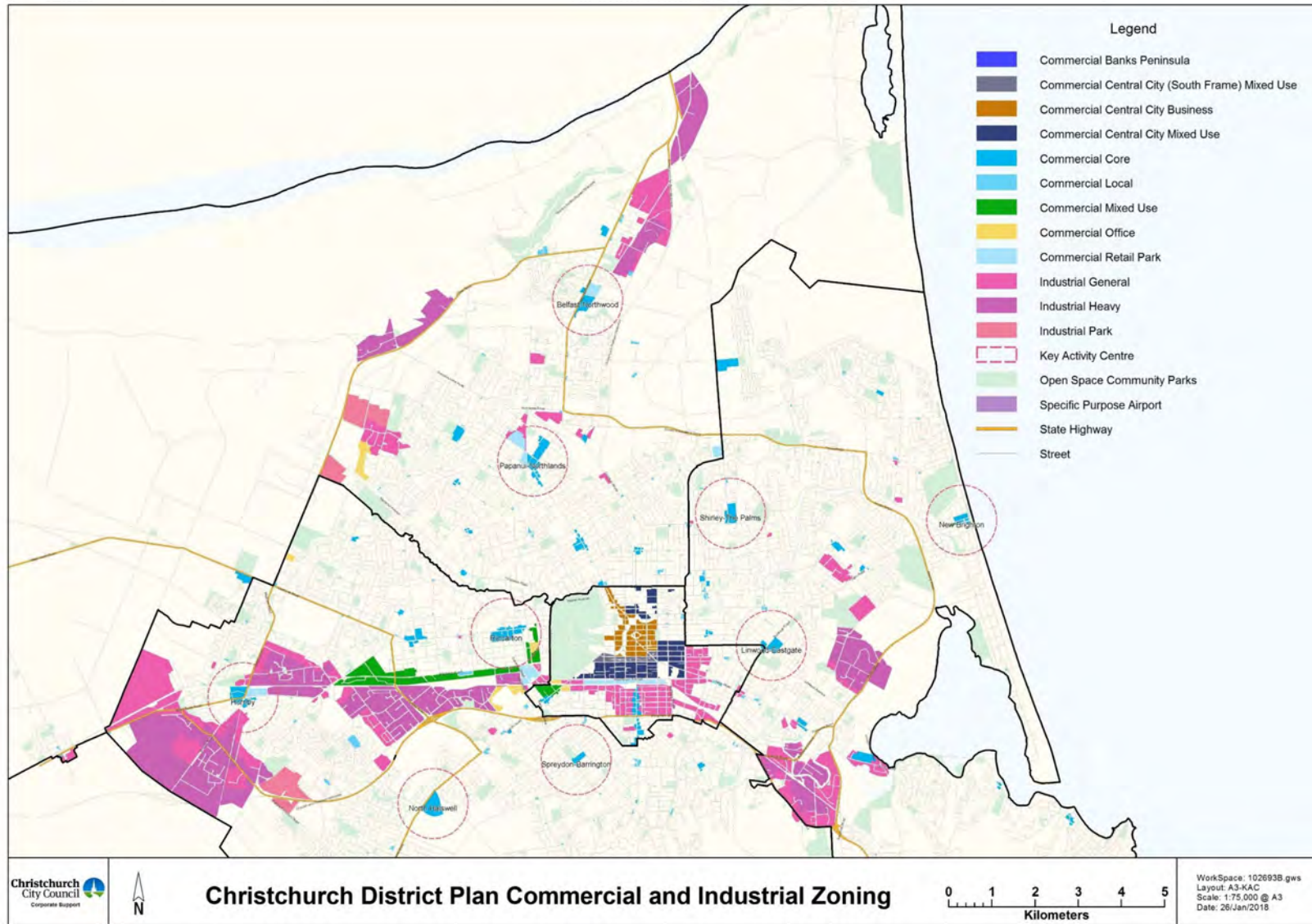
For Waimakariri, the capacity assessment indicates that there is likely to have sufficient, suitable, and serviced industrial land supply to meet projected needs for the next 30 years. However, there are some questions around the distribution of existing industrial land supply, in order to meet foreseeable demands. Monitoring of vacant land and take-up rates around Rangiora and Kaiapoi will be important to understand the locations of greatest demand and whether land supply is being responsive to those demands over time.

Based on this assessment, there is no evidential need to identify new industrial land. However, if ongoing monitoring suggests that existing land supply is not being brought to market in a timely manner, this position may need to be reconsidered in future capacity assessments.

Commercial Land

For Waimakariri, the capacity assessment indicates that there is likely to have sufficient, suitable, and serviced commercial land supply to meet projected needs for the next 30 years.

Appendix 1 – Christchurch District Commercial and Industrial Zoning



Appendix 2 – Report on Availability of ‘Development Infrastructure’

This section supplements Section 7 above by providing further information on the actual and likely availability of development infrastructure for which the Council is responsible i.e., water supply, wastewater, stormwater and land transport, to support the development of land in the short, medium and long term, as required in the NPS-UD. Development infrastructure is defined in the NPS as meaning “network infrastructure” to the extent to which it is controlled by local authorities.

The infrastructure assessment considered whether any plan enabled capacity is:

- a) currently serviced with development infrastructure, or;
- b) to be serviced as a result of funding identified in Council’s Long Term Plan (LTP): or
- c) indicated as being able to be serviced in the longer term within the Council’s Infrastructure Strategy.

A2.1 Christchurch City

A2.1.2 Availability of Development Infrastructure

The following sections summarise potential infrastructure constraints for Christchurch City.

Wastewater

For several greenfield areas, infrastructure is not currently available on the ground because of the nature of the funding and provision process, with development infrastructure only being provided when it is needed. This includes North Belfast Industrial General zone, and the MAIL site on Memorial Avenue. It will however be available when development begins, i.e., in the medium term, due to being included in the LTP either as specific projects or as programme funding. Some greenfield business areas are not currently programmed to be provided with wastewater servicing until sometime between 2019 and 2048. I.e., public sewer provision towards these areas might occur within the next 10 years but equally might not, depending on take-up of industrial land. These areas can be serviced in the medium term.

Parts of the City, especially peripheral ODP areas on the western side of the built-up area will continue to have “dry industry” only rules even when they are able to be serviced. This is to prevent wet industry in these locations because of distance to the Bromley treatment plant. Wet industry, because of greater flows and/or high concentration of wastewater, takes up capacity further down the system, and leads to greater corrosion on the system thereby shortening its lifespan. A range of industrial uses are still possible.

Two further zoned industrial areas, Chaney’s and the Wairakei Road west of Stanleys Road area may not be serviced by bulk sewers within the 30-year period, meaning that satellite treatment systems might need to be considered for wastewater if development is to proceed earlier than this.

The greenfield priority areas still zoned rural are only included in land supply for the long term as they have servicing constraints, even in the long term.

Water Supply

Several water supply wells service the city by drawing on the aquifers below it, and they are all interconnected by supply pipelines for normal operation but can be isolated out by valve closure. It is intended that the system will operate with separate water supply zones (clusters of wells), to better control flows, for system resilience in isolating problems more rapidly and to allow pressure management in areas where pressure is high (generally central and to the east). An optimisation programme is underway and demand management measures will be increasingly important in the future.

There are few major water supply constraints to development of business land within the Christchurch area, as several major upgrades have either been undertaken in recent years or are planned to be undertaken within the next 10 years, i.e., are provided for in the current LTP.

However, as for sewerage, some greenfield business areas are not currently programmed to be serviced for water supply until sometime between now and 2048. Again, similar to sewerage infrastructure provision, development timing could be advanced if developers fund and construct new water supply mains not only within their landholdings but outside of the ODP areas to enable connection to Council services. In some of these areas’ new wells and new network pump stations would also be required, to increase capacity.

A further area, the undeveloped parts of the Taits and east of Stanleys Road ODP area (IP and IG zones), would also require new wells and pump stations even though it is currently serviced for wastewater. This area is not included as being infrastructure constrained, as water supply in the NW is being assessed on an ongoing basis, and it is likely that Council would be responsible for these new wells and pump stations.

Stormwater

The Council's existing global consents for stormwater discharge set out what is to be achieved (standards for peak flows to control flooding, treatment to remove contaminants etc.), while Stormwater Management Plans set out how this will be done and by when. They are effectively a blueprint for how the water quality and quantity of urban development will be mitigated.

Where Council is mitigating new growth and allowing discharges, there is still a residual net increase in urban contaminants being discharged to receiving environments and therefore there is a requirement to balance this by retrofitting improved stormwater treatment for existing older development. Non-growth driven retrofit capacity or treatment must be funded by rates rather than DCs; therefore, improvement in water quality largely depends on how much Council can spend. As already noted, there are real financial constraints on Council at the present time.

For most sites in the northwest, west and southwest of Christchurch, stormwater capacity is not a significant constraint on new development, as these areas can provide their own stormwater detention and treatment and disposal on-site, or through a communal system nearby. This is because of the presence of subsurface gravel or coarse sand soils in these areas and means that almost all new development does not have to rely on a reticulated stormwater system outfalling to a stream or river.

On-site treatment and disposal of stormwater needs to be carefully managed however, because the west of the city sits above layers of unconfined aquifers, which are the source of the City's drinking water. Development is not precluded, but provision of land and facilities for stormwater treatment and disposal does increase the cost of development, meaning that stormwater facilities such as swales and infiltration basins are often incorporated in landscape areas or are located along roads.

Transport

The Christchurch urban area is serviced and connected by strategic transport links, including State Highways 1, 73, 74, 75 and 76, with these corridors controlled by NZTA (see "other infrastructure").

Council's Transport Strategic Plan 2012-2042 sets out a 30 year "vision" for transport within the city. This plan includes supporting the state highways with accompanying downstream enhancements to arterial connections and local roads, promoting modal choice through improved public transport, cycling and pedestrian networks, and a Travel Demand Management Programme. A draft Christchurch Transport Plan has been prepared and it is anticipated that consultation will occur on the draft in early 2023 subject to Council decision.

Additional growth is likely to lead to reductions in the level of service and capacity of some parts of the network, which will result in increasing delays and congestion on the network. This could have a constraining impact on economic growth, if not carefully managed.

While the Council's LTP sets out upgrades planned to Council's transport links within the next 10 years, it is difficult to directly link network constraints to developments in greenfield areas, as these normally simply add transport demand to particular routes and corridors.

There are infrastructure constraints indicated in Christchurch City where the District Plan requirements for roading improvements act as constraints on the timing of development. As for other Council infrastructure, developers are required to provide roading within new business subdivisions to Infrastructure Design Standards⁶⁷ and to vest these roads in Council.

A2.2 Selwyn District

A2.2.1 Availability of Development Infrastructure

Wastewater

The East Selwyn Sewer Scheme has capacity to support the development of the business environments in Rolleston, Lincoln, Prebbleton and West Melton, with additional upgrades planned and undertaken when population thresholds are met or where developers need to extend sewer mains and install lateral connections

⁶⁷ <https://www.ccc.govt.nz/consents-and-licences/construction-requirements/infrastructure-design-standards/download-the-ids/>

at the time of subdivision. Further, master planning and supporting Development Contribution policies are in place in the 2018-28 LTP.

Wastewater connections have yet to be installed to the boundaries of the proposed Neighbourhood Centres in the Falcon's Landing and Geddes/Dryden Trust Special Housing Area in Rolleston; the timing of which will be dependent upon the progressive development of the surrounding housing developments.

Although a connection is available to the trunk main to service the Lincoln Industrial Park, a wastewater main extension and pump station are required to be installed. These extensions and upgrades are likely to occur when the development of the adjoining housing areas is progressed.

Water Supply

Generally, bulk water infrastructure is planned and will be constructed in Rolleston, Lincoln, Prebbleton and West Melton as required, with developers needing to extend water mains and install lateral connections to the primary network at the time of subdivision. Further, master planning and supporting Development Contribution policies in place in the 2015-25 LTP. Some development areas in Lincoln, Rolleston, and Prebbleton require water supply and utility upgrades, which are programmed for upgrades by 2028. Developers have an option to progress these upgrades privately within a shorter timeframe in response to the timing and sequencing of development.

Water connections have yet to be installed to the boundaries of the proposed Neighbourhood Centres in the Falcon's Landing and Geddes/Dryden Trust Special Housing Area in Rolleston, the timing of which will be dependent upon the progressive development of the surrounding housing developments.

A water main is required to be extended to the Lincoln Industrial Park, the timing of which is dependent upon when the adjoining housing areas are developed.

Stormwater

Generally, stormwater capacity is available or possible for all sites that have been zoned for development, with an Integrated Stormwater Management System established in Lincoln to service the Rosemerryn Neighbourhood Centre.

The management of stormwater within the Lincoln Industrial Park may be able to be managed on-site, but it is likely that a combined scheme incorporating the adjoining undeveloped housing areas will need to be established to manage the wider site in an integrated way.

Transport

Urban areas have access to transport links, including the Main Trunk and Midland Lines and State Highway 1, 73 and 75. The Southern Motorway extension and Four-Laning State Highway 1 to Rolleston is under construction as a Road of National Significance. Future growth is enabled through progressive upgrades to transport links, which have been either undertaken or are programmed to ensure there is sufficient capacity within the strategic transport network to accommodate growth needs over time."

A2.3 Waimakariri District

A2.3.1 Availability of Development Infrastructure

Three waters infrastructure

Infrastructure services for stormwater, wastewater and potable water range from individual sewerage and water systems (such as in rural areas) to Council provided reticulated (piped) schemes. There has been a shift in recent years towards connecting-up small community schemes to larger reticulated schemes, and it is expected that this trend will continue. The Council has invested heavily in response to higher growth rates, including those driven by the 2010 and 2011 earthquake events. Two major infrastructure investment decisions are an example of this:

- The construction of the \$36 million Eastern Districts Sewerage Scheme that connects and treats wastewater from nine eastern towns and communities (95% of properties in the district). The Eastern Districts Sewerage Scheme has capacity for projected growth until at least 2050. It also provides improved environmental benefits by replacing discharges to lowland rivers and streams or disposal onto land with an ocean outfall.
- A \$16 million major upgrade of the Rangiora water supply in 2011 that includes a new deep artesian water source with multiple bores and in-ground infrastructure. With the completion of all planned bores in the borefield and additional reservoir storage, sufficient capacity has been provided for a doubling

in the size of Rangiora's population, thereby providing sufficient capacity to match the demand projected by the growth projections.

The Council's commitment over the past decade to major investment in infrastructure to cater for growth means that when considering development in the district over the next 30 years, the 'backbone' of the major infrastructure is already in place. The only work now required to meet growth demands is to integrate new development areas into the existing systems and respond to national policy requirements and meet the changing expectations of the community regarding the standard of services provided.

Transport

The main roading projects (outside of the State Highway network within the Waimakariri District) relate to connecting the eastern part of the District with Christchurch and making sure local arterial roads have sufficient capacity to cope with the anticipated growth in traffic volumes. This includes ensuring safety considerations are taken into account particularly on key routes and at intersections.

Work is programmed over the next two to three years to improve the arterial link from the west of Rangiora and Southbrook commercial area to the State Highway and Kaiapoi via Fernside and Flaxton Roads. As population grows so does the likelihood and number of crashes. Several safety projects have been planned, including the re-alignment of Skew Bridge, to allow for the increased volume and speed of traffic to and from the new arterial road at Silverstream.

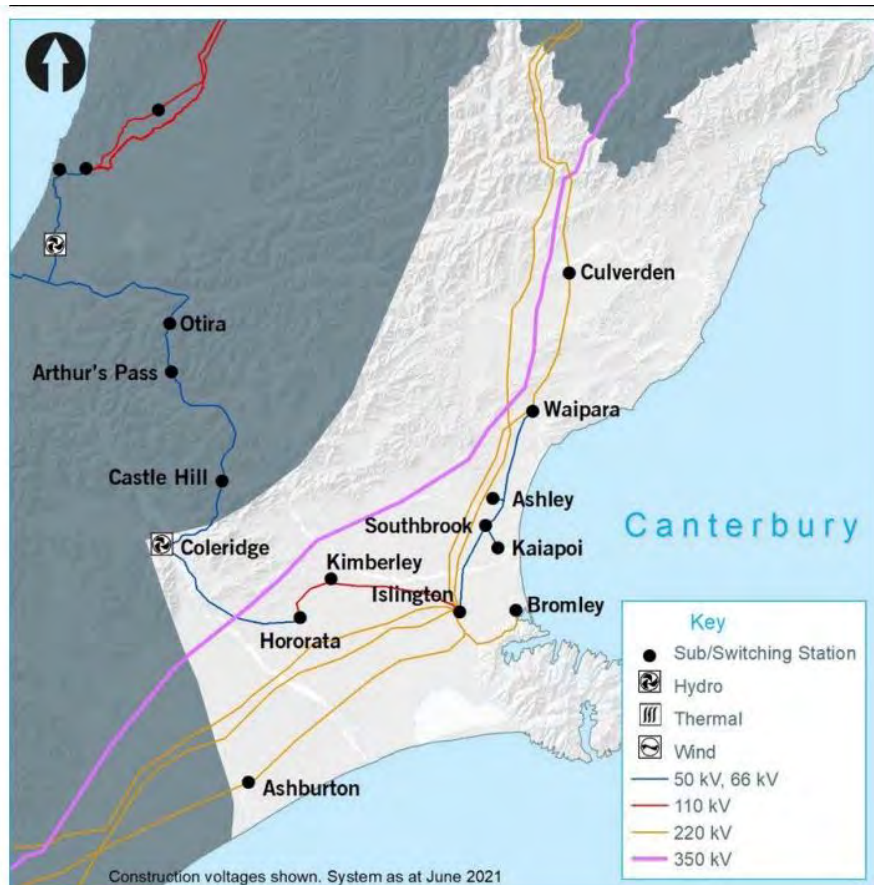
Other projects reflect the move towards providing alternatives to increased road construction and more cars. Council is already providing for an increased demand in cycle facilities and is looking longer term into Park 'n' Ride in Rangiora and Kaiapoi to encourage increased public transport uptake. Ongoing improvement to cycle lane facilities, such as the Belfast to Kaiapoi route will provide further opportunities for alternatives for commuters, particularly with the uptake of e-bikes.

Appendix 3 – Report on Availability of ‘Additional Infrastructure’

A3.1 Electricity Transmission Infrastructure

Transpower is the State-owned enterprise that plans, builds, maintains, owns, and operates NZ’s electricity transmission network known as the National Grid. Transpower transports bulk electricity from where it is generated by companies such as Meridian Energy and Genesis Energy, to the local lines distribution companies like Orion which supply the electricity to homes and businesses. It also connects several larger industrial companies directly (like the aluminium smelter at Tiwai) although there are no such connections within the Greater Christchurch area. The region’s transmission network is illustrated below.

Figure 9: Canterbury Region Transmission Network



Source: Transpower Planning Report 2021

Transpower’s Development Strategy “Transmission Tomorrow” (2018) describes key factors that it believes are driving significant change in the electricity sector. These are climate change; the possibility of increasing economic, political and security uncertainty; new technologies that are disrupting the energy industry; population growth and urbanisation; and New Zealand’s unique combination of energy circumstances. These challenges lead to five strategic priorities: play an active role in enabling New Zealand’s energy future; sustain our social licence to operate; match our infrastructure to need over time; evolve our services to meet customers’ needs; and accelerate our organisational effectiveness⁶⁸.

⁶⁸ https://auc-word-edit.officeapps.live.com/we/wordeditorframe.aspx?ui=en%2DUS&rs=en%2DNZ&wopisrc=https%3A%2F%2Fenvironmentcanterbury.sharepoint.com%2Fsites%2FGreaterChristchurchSpatialPlan%2F_vti_bin%2Fwopi.ashx%2Ffiles%2Fdd370ec19863407ba467196955384d42&wdenableroaming=1&wdf=1&mscc=1&hid=BAC86FA0-B0B4-1000-AFEB-0011DEEDC254&worigin=ItemsView&wdhostclicktime=1666084426455&jsapi=1&jsapiver=v1&newsession=1&corrid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&usid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&sftc=1&cac=1&mtf=1&sfp=1&instantedit=1&wopicomplete=1&wdredirectionreason=Unified_SingleFlush&rct=Medium&ctp=LeastProtected#_ftn1

Transpower regularly produces a Transmission Planning Report which sets out the grid asset capability and projects that it considers possible over the next 15 years. It forecasts annual peak demands at grid exit points (Bromley and Islington in Christchurch and Islington and Hororata for Selwyn) over this period. These forecasts are based largely on information provided by the distribution companies⁶⁹.

Transpower plans and funds for this forecast growth as it translates to the need for new and upgraded assets and renewals. At present, there are identified constraints with Christchurch's supply capacity from around 2025 and options to address these constraints are being investigated⁷⁰. However, Transpower will continue to plan for and be responsive to forecast growth in accordance with this model over the next 30 years and as such, electricity transmission infrastructure is likely to be available to meet business growth needs over this period.

2. A3.2 Electricity distribution infrastructure

Orion New Zealand Limited is the electricity lines company that provides and manages the distribution network for Christchurch City and Selwyn Districts. MainPower NZ Limited services the Waimakariri District. In Christchurch, Orion takes power from Transpower grid exit points at Bromley and Islington, distributing electricity via predominantly 66kV and 33kV sub-transmission and 11kV distribution lines and cables to businesses and residential areas throughout the city. In Selwyn, Orion distributes power from the grid exit points at Islington, Kimberley, Hororata, Lake Coleridge, Castle Hill and Arthurs Pass around the district via the same means. In this regard it is important to note that currently the electricity supply in Selwyn is in large part met by grid exit points in Christchurch City. In Waimakariri, Mainpower takes power from Transpower grid exit points at Southbrook, Kaiapoi and Ashley and distributes the electricity via 66kV sub-transmission overhead lines and underground cables⁷¹.

Over the next 10 years Orion is forecasting total capital expenditure of \$946m on its distribution network across both Christchurch City and the Selwyn District to meet demand from major industrial customers and steady growth in certain residential areas, including enabling decarbonisation of process heat and transportation. This capital expenditure forecast also supports maintenance of safety levels and asset condition for existing asset fleets. Mainpower plans to spend \$19M, in order to strengthen and expand its urban electricity network to connect customers⁷². Both companies have a 10-year plan where it identifies forecast growth areas based on data supplied by all three Councils including vacant land and take-up rates along with projected growth areas. This is monitored on an annual basis and the information shared with Transpower⁷³.

⁶⁹ <https://auc-word->

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This information is supplemented by additional specific information about development projects and plans. Proponents of new developments should work with Orion early in the development planning process to identify their projected electricity supply requirements. Where developers leave engagement with Orion to the resource consent stage of a development (or otherwise after plans are well advanced), this can create challenges to meeting the required electricity supply. Small-scale renewals and improvements are paid for by user charges. Significant new infrastructure is partially funded by new customers (or existing customers where it is their development that necessitates the significant new infrastructure).

Sometimes significant new developments come on-stream which necessitate bringing new and upgraded infrastructure investment forward to accommodate demand. An example of this is occurring in North Belfast at present with high electricity users, including Silver Ferns Farms decarbonising, or large redevelopments and upgrades to primary production facilities in the wider Burnham, Norwood and Dunsandel areas which are increasing demands on the distribution network in that area. Orion is currently in the final planning stages of a new Grid Exist Point and upgrading its network in these areas to meet this demand.

Whilst the existing network may have capacity constraints in various areas, Orion and Mainpower's planning and funding models means that electricity infrastructure is either presently available or likely to be available to meet future business demands.

However, the electricity sector is facing increasing uncertainty and a period of significant disruption and transformation. Rapid decarbonisation and increasing electrification present new and significant challenges for the industry - while novel and growing alternative generation resources (such as solar) and new technologies are likely to require modification and reconfiguration of existing electricity distribution and transmission network infrastructure. Orion is focused on meeting these challenges.

3. A3.3 Land Transport

The aspects of land transport which are defined as 'Additional Infrastructure' under the NPS-UD, are the parts of the Land Transport network which are not controlled by Councils (i.e., the Rail network which is controlled by KiwiRail and the State Highway network which is controlled by the New Zealand Transport Agency). The other aspects of land transport which are controlled by Councils (i.e., local roads, public transport, and most cycleways / footpaths) are considered 'Development Infrastructure'.

A3.3.1 Rail

It is estimated that around 20% of total freight volume moved through Greater Christchurch is by rail, significantly higher than the national average of 7%⁷⁴. Much of this rail freight traffic carries dairy, coal, and timber products for export via the Port of Lyttelton. Consequently, much of this freight travels through Greater Christchurch from locations both within and outside the Canterbury region including Darfield, Clendeboye, the West Coast, Southland, and the North Island.

The rail lines in and out of Christchurch include:

- Auckland to Christchurch Line – containerised general freight movement predominantly north to south traversing the North Island Main Trunk, Cook Strait via Ferry and the Main North Line (Picton to Christchurch);
- Midland and West Coast Lines – linking Greymouth with Christchurch and the Port of Lyttelton. It is used mostly for transporting coal from the West Coast to Lyttelton for export.
- Main South Line - linking south to coastal towns and cities including Timaru, Oamaru, Dunedin (with an extension to Port Chalmers), Gore, Invercargill (with an extension to Ohai) and Bluff. It transports

[0011DEEDC254&worigin=ItemsView&wdhostclicktime=1666084426455&jsapi=1&jsapiver=v1&newsession=1&corrid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&usid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&sftc=1&cac=1&mtf=1&sfp=1&instantedit=1&wopicomplete=1&wdredirectionreason=Unified_SingleFlush&rct=Medium&ctp=LeastProtected#_ftn6](https://auc-word-edit.officeapps.live.com/we/wordeditorframe.aspx?ui=en%2DUS&rs=en%2DNZ&wopisrc=https%3A%2F%2Fenvironmentcanterbury.sharepoint.com%2Fsites%2FGreaterChristchurchSpatialPlan%2F_vti_bin%2Fwopi.ashx%2Ffiles%2Fdd370ec19863407ba467196955384d42&wdenableroaming=1&wdf=1&mscc=1&hid=BAC86FA0-B0B4-1000-AFEB-0011DEEDC254&worigin=ItemsView&wdhostclicktime=1666084426455&jsapi=1&jsapiver=v1&newsession=1&corrid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&usid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&sftc=1&cac=1&mtf=1&sfp=1&instantedit=1&wopicomplete=1&wdredirectionreason=Unified_SingleFlush&rct=Medium&ctp=LeastProtected#_ftn6)

⁷⁴ <https://auc-word->

[edit.officeapps.live.com/we/wordeditorframe.aspx?ui=en%2DUS&rs=en%2DNZ&wopisrc=https%3A%2F%2Fenvironmentcanterbury.sharepoint.com%2Fsites%2FGreaterChristchurchSpatialPlan%2F_vti_bin%2Fwopi.ashx%2Ffiles%2Fdd370ec19863407ba467196955384d42&wdenableroaming=1&wdf=1&mscc=1&hid=BAC86FA0-B0B4-1000-AFEB-0011DEEDC254&worigin=ItemsView&wdhostclicktime=1666084426455&jsapi=1&jsapiver=v1&newsession=1&corrid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&usid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&sftc=1&cac=1&mtf=1&sfp=1&instantedit=1&wopicomplete=1&wdredirectionreason=Unified_SingleFlush&rct=Medium&ctp=LeastProtected#_ftn7](https://auc-word-edit.officeapps.live.com/we/wordeditorframe.aspx?ui=en%2DUS&rs=en%2DNZ&wopisrc=https%3A%2F%2Fenvironmentcanterbury.sharepoint.com%2Fsites%2FGreaterChristchurchSpatialPlan%2F_vti_bin%2Fwopi.ashx%2Ffiles%2Fdd370ec19863407ba467196955384d42&wdenableroaming=1&wdf=1&mscc=1&hid=BAC86FA0-B0B4-1000-AFEB-0011DEEDC254&worigin=ItemsView&wdhostclicktime=1666084426455&jsapi=1&jsapiver=v1&newsession=1&corrid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&usid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&sftc=1&cac=1&mtf=1&sfp=1&instantedit=1&wopicomplete=1&wdredirectionreason=Unified_SingleFlush&rct=Medium&ctp=LeastProtected#_ftn7)

general freight, empty containers from the Lyttelton Port Company's City Depot in Woolston returning south, milk products from Clandeboye and coal from Ohai to South Island industrial consumers. There is also a branch line from Hornby (the Hornby Industrial line, formerly the Southbridge Branch) that serve the Industrial areas of South Hornby.

In 2014, a study concluded that despite large volumes of export-related freight being moved by rail, there was still spare capacity on the rail network⁷⁵. KiwiRail confirms that its infrastructure is sufficient to accommodate future growth and that being a service provider, they will respond as they can to meet clients' needs as they arise⁷⁶. The company also states that it is unaware of any constraints that existing clients are experiencing in relation to rail.

Rail infrastructure is not considered to be an impediment to the development of business zones in Greater Christchurch because most businesses do not require or rely on rail transport and those that do, either locate in business zones with easy access to connect with the rail network (e.g., Middleton and Portlink Industrial areas) and/or provide their own rail infrastructure to suit their needs. For instance, Westland Milk's Rolleston plant in IZone, Rolleston I-Port, Metroport Christchurch and various lots within the Waterloo Business Park⁷⁷ provide rail sidings which enable packing and loading of containers onto rail for export through the Port of Lyttelton and/or the Port of Timaru. KiwiRail operates a freight interchange yard at Middleton which is used to stage freight from the north carrying domestic freight for local and regional distribution and export product to Lyttelton (by road)⁷⁸. Access to rail infrastructure is not generally needed for industrial zoned land in Waimakariri as these zones mostly serve a localised need.

The capacity assessment identifies that there is a significant amount of industrial land supply available in locations which have rail freight access including at Rolleston, Waterloo Business Park, Middleton, and Belfast. However, if there was significant growth in rail use, there are some parts of the network where there are capacity constraints. The Main North Line is mostly a single track and there is no longer a direct connection between the Main North line and the Main South Line to Lyttelton. There is also a single track between Rolleston and Islington on the Main South Line, and through the Lyttelton tunnel.

In the event that demand for rail access from industrial zones grows, there may be scope to consider additional opportunities to provide new railway infrastructure to link with the existing rail network in the north and south of the city in particular. Alternatively greater use of the container interchange facility at Middleton could be used, albeit with identified implications on level crossings in the vicinity of the Yard. Middleton Yard also has capacity constraints under its current configuration but has additional land available for expansion to meet the

⁷⁵ https://auc-word-edit.officeapps.live.com/we/wordeditorframe.aspx?ui=en%2DUS&rs=en%2DDNZ&wopisrc=https%3A%2F%2Fenvironmentcanterbury.sharepoint.com%2Fsites%2FGreaterChristchurchSpatialPlan%2F_vti_bin%2Fwopi.ashx%2Ffiles%2Fdd370ec19863407ba467196955384d42&wdenableroaming=1&wdf=1&mscc=1&hid=BAC86FA0-B0B4-1000-AFEB-0011DEEDC254&worigin=ItemsView&wdhostclicktime=1666084426455&jsapi=1&jsapiver=v1&newsession=1&corrid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&usid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&sftc=1&cac=1&mtf=1&sfp=1&instantedit=1&wopicomplete=1&wredirectreason=Unified_SingleFlush&rct=Medium&ctp=LeastProtected#_ftn9

⁷⁶ https://auc-word-edit.officeapps.live.com/we/wordeditorframe.aspx?ui=en%2DUS&rs=en%2DDNZ&wopisrc=https%3A%2F%2Fenvironmentcanterbury.sharepoint.com%2Fsites%2FGreaterChristchurchSpatialPlan%2F_vti_bin%2Fwopi.ashx%2Ffiles%2Fdd370ec19863407ba467196955384d42&wdenableroaming=1&wdf=1&mscc=1&hid=BAC86FA0-B0B4-1000-AFEB-0011DEEDC254&worigin=ItemsView&wdhostclicktime=1666084426455&jsapi=1&jsapiver=v1&newsession=1&corrid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&usid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&sftc=1&cac=1&mtf=1&sfp=1&instantedit=1&wopicomplete=1&wredirectreason=Unified_SingleFlush&rct=Medium&ctp=LeastProtected#_ftn9

⁷⁷ https://auc-word-edit.officeapps.live.com/we/wordeditorframe.aspx?ui=en%2DUS&rs=en%2DDNZ&wopisrc=https%3A%2F%2Fenvironmentcanterbury.sharepoint.com%2Fsites%2FGreaterChristchurchSpatialPlan%2F_vti_bin%2Fwopi.ashx%2Ffiles%2Fdd370ec19863407ba467196955384d42&wdenableroaming=1&wdf=1&mscc=1&hid=BAC86FA0-B0B4-1000-AFEB-0011DEEDC254&worigin=ItemsView&wdhostclicktime=1666084426455&jsapi=1&jsapiver=v1&newsession=1&corrid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&usid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&sftc=1&cac=1&mtf=1&sfp=1&instantedit=1&wopicomplete=1&wredirectreason=Unified_SingleFlush&rct=Medium&ctp=LeastProtected#_ftn10

⁷⁸ https://auc-word-edit.officeapps.live.com/we/wordeditorframe.aspx?ui=en%2DUS&rs=en%2DDNZ&wopisrc=https%3A%2F%2Fenvironmentcanterbury.sharepoint.com%2Fsites%2FGreaterChristchurchSpatialPlan%2F_vti_bin%2Fwopi.ashx%2Ffiles%2Fdd370ec19863407ba467196955384d42&wdenableroaming=1&wdf=1&mscc=1&hid=BAC86FA0-B0B4-1000-AFEB-0011DEEDC254&worigin=ItemsView&wdhostclicktime=1666084426455&jsapi=1&jsapiver=v1&newsession=1&corrid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&usid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&sftc=1&cac=1&mtf=1&sfp=1&instantedit=1&wopicomplete=1&wredirectreason=Unified_SingleFlush&rct=Medium&ctp=LeastProtected#_ftn11

growth needs for freight volumes⁷⁹. In conclusion, it is considered that access to rail infrastructure is, or is likely to be available, to support business development that is presently enabled in existing plans in Greater Christchurch.

A3.4 Land Transport – State Highway Network

The State Highway Network contributes to city-wide, inter-regional and international transportation of freight, and facilitates the movement of the Greater Christchurch population and visitors. The Network supports Christchurch as the main freight distribution hub for Canterbury and the South Island, linking production to markets in the city and elsewhere through the South Island's only deep-water port at Lyttelton and Christchurch Airport (the South Island's only international airport offering long haul services). A highly efficient, safe, and sustainable transport network is therefore vital to support businesses and the City's economic growth.

Rapid growth in and around Christchurch in recent years, particularly in the Selwyn and Waimakariri Districts, has placed demands on the State Highway network to the north and south of the city and around its western edge, reducing the efficiency of access to the City Centre, the Christchurch International Airport (SH1) and Port of Lyttelton (SH74 and SH73). T

In general, it can be said that the majority of industrial zoned land in Greater Christchurch has access to the state highway network. However, growth is likely to lead to reductions in the level of service and capacity of some parts of the network, which will result in increasing delays and congestion on the network, which could have a constraining impact on economic growth, if it is not carefully managed⁸⁰.

The largest areas of industrial zoned land have access to both the state highway and rail network, with considerable enhancements recently achieved, currently underway or programmed for the coming few years. Given the importance of Christchurch as a centre for the distribution of local and regional commodities, and the size of the local market, a number of distribution centres and freight forwarders are located along the Main South Line corridor between Hornby and Middleton. Other areas including Rolleston and Islington (Waterloo Business Park) benefit from both good road and rail connections, whilst the airport provides predominantly for logistics and freight handling of goods transported by air. The smaller industrial areas including at Kaiapoi and Rangiora and in and around the eastern suburbs of Christchurch City (not including Woolston), also have access to the state highway and/or rail network.

The main issue with regards to the state highway network relates to levels of service. Brougham Street is already heavily constrained, particularly during peak periods, affecting levels of service on this route for all road users including freight. This could have a constraining impact on economic growth if it is not carefully managed. The Transport Agency is working closely with the City Council on this issue. The impact of growth on this issue will be considered further through the Future Development Strategy.

4. A3.5 Telecommunications

All of Christchurch is covered by wi-fi with some very minor exceptions in the Port Hills. A combination of Cable internet, ADSL and VDSL cover Greater Christchurch comprehensively. Greater Christchurch also has access to fibre connection. Internet access and coverage is therefore widely accessible although potentially at different levels of upload/download quality.

⁷⁹ https://auc-word-edit.officeapps.live.com/we/wordeditorframe.aspx?ui=en%2DUS&rs=en%2DNZ&wopisrc=https%3A%2F%2Fenvironmentcanterbury.sharepoint.com%2Fsites%2FGreaterChristchurchSpatialPlan%2F_vti_bin%2Fwopi.ashx%2Ffiles%2Fd370ec19863407ba467196955384d42&wdenableroaming=1&wdf=1&mscc=1&hid=BAC86FA0-B0B4-1000-AFEB-0011DEEDC254&worigin=ItemsView&wdhostclicktime=1666084426455&jsapi=1&jsapiver=v1&newsession=1&corrid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&usid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&sftc=1&cac=1&mtf=1&sfp=1&instantedit=1&wopicomplete=1&wdredirectionreason=Unified_SingleFlush&rct=Medium&ctp=LeastProtected#_ftn12

⁸⁰ https://auc-word-edit.officeapps.live.com/we/wordeditorframe.aspx?ui=en%2DUS&rs=en%2DNZ&wopisrc=https%3A%2F%2Fenvironmentcanterbury.sharepoint.com%2Fsites%2FGreaterChristchurchSpatialPlan%2F_vti_bin%2Fwopi.ashx%2Ffiles%2Fd370ec19863407ba467196955384d42&wdenableroaming=1&wdf=1&mscc=1&hid=BAC86FA0-B0B4-1000-AFEB-0011DEEDC254&worigin=ItemsView&wdhostclicktime=1666084426455&jsapi=1&jsapiver=v1&newsession=1&corrid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&usid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&sftc=1&cac=1&mtf=1&sfp=1&instantedit=1&wopicomplete=1&wdredirectionreason=Unified_SingleFlush&rct=Medium&ctp=LeastProtected#_ftn13

Mobile network coverage is available across Greater Christchurch⁸¹. Providers Vodafone, Spark and 2degrees own shares across the different bandwidths of 2G, 3G, 4G and 4G+ to collectively provide coverage to Greater Christchurch at varying coverage reliability.

⁸¹ https://auc-word-edit.officeapps.live.com/we/wordeditorframe.aspx?ui=en%2DUS&rs=en%2DNZ&wopisrc=https%3A%2F%2Fenvironmentcanterbury.sharepoint.com%2Fsites%2FGreaterChristchurchSpatialPlan%2F_vti_bin%2Fwopi.ashx%2Ffiles%2Fdd370ec19863407ba467196955384d42&wdenableroaming=1&wdf=1&mscc=1&hid=BAC86FA0-B0B4-1000-AFEB-0011DEEDC254&wdorigin=ItemsView&wdhostclicktime=1666084426455&jsapi=1&jsapiver=v1&newsession=1&corrid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&usid=c8b216c2-bbfa-4644-98f6-efc9dd100a7b&sftc=1&cac=1&mf=1&sfp=1&instantedit=1&wopicomplete=1&wdredirectionreason=Unified_SingleFlush&rct=Medium&ctp=LeastProtected#_ftn14

Appendix 4 - Methodology

A4.1 Introduction

This section summarises the methodology for this BCA, which brings together the demand and supply results for business land by Territorial Authority to present an overview of the sufficiency of business land at a Greater Christchurch level. In effect, a bottom-up approach has been applied of collating results at a TA level.

Existing information and models have been relied on to the extent possible and in some cases, the recommended approach in the guide has not been followed due to the timeframes and resources available. Notwithstanding this, the BCA gives effect to the evidence and monitoring requirements of the NPS-UD.

A4.2 Population and Household Projections

A4.2.1 Introduction

To achieve the BCA requirements, having robust population and household projections is key to addressing the level of demand and subsequent supply required in both housing and business markets in the Greater Christchurch area. The projection methodology is outlined in the GCP Housing Capacity Assessment 2021. This is summarised here.

A4.2.2 Statistics New Zealand Projections

The initial step was to identify demand projection ranges. These were the three Stats NZ projections of low, medium, and high. Each projection varies some the following assumptions: future fertility (births), mortality (deaths), and migration. Stats NZ first does this as a national projection and then uses this as a constraint for the subnational assumptions (this 'top-down' approach prevents implausible projections for any area). The projections produced by Statistics New Zealand are not to be considered as predictions, but an indication of likely future population change given specific assumptions listed above.

By comparing recent growth trends (Net New Building Consent Data), the most appropriate projection was chosen. Selwyn and Waimakariri is High, and Christchurch is Medium. Once the projection was chosen, they were adjusted to the most recent Stats NZ Estimate. The Estimate gives a population at a particular time, the Estimate used was June 2020. This sets the starting point, and the projection defines the growth per year.

Population Projections

Table 38: TA Population Projections

	2020	2021	2024	2031	2051	Total
Waimakariri	64,700					
Christchurch	394,700					
Selwyn	69,700					
Total	529,100	536,880	558,540	600,580	705,600	+168,720

Source: Statistics New Zealand, GCP

Households Projections

The projected number of households was determined using the population projections and average household sizes. This work was done by Livingstone and Associates and is shown below.

Table 39: TA Household Projections

Housing Demand by Typology	Short Term		Medium Term		Long Term	
	Standalone	Multi-unit	Standalone	Multi-unit	Standalone	Multi-unit
Waimakariri	1,307	221	3,730	778	9,313	1,847
Christchurch	3,691	1,619	10,556	4,624	24,414	10,780

Selwyn	2,177	85	6,805	313	20,617	1,107
Total	7,175	1,925	21,091	5,715	54,344	13,734

Source: Livingstone and Associates GCP Report

A4.3 Business Demand

A4.3.1 Projections

Business demand is generated by several factors and each TA has a model that projects employment, floorspace and land demand. For Selwyn and Waimakariri, the population projections are a key factor in determining employment growth. For Christchurch, agglomeration and ancillary employment are more important than population growth. The difference in approach reflects the difference in the type and scale of the employment centres across Greater Christchurch and is therefore complementary.

A4.3.2 Christchurch City

The modelling for demand is based on a VAR model, whereby employment growth drives population growth and employment growth is modelled based on past trends across a number of years (in this case, 20 years) as opposed to a single point in time.

Employment data is sourced from Statistics New Zealand (Stats NZ), Business Demography database and spanning from 2000 to 2020.

The employment data of twenty-two (22) industries within the economy are aggregated into six sectors that represent the main users of the land, the VAR model capturing the relationship between industries within the economy over time.

The model assumes that the level of employment in the current period affects the next period's employment level. This is evident in the historical employment values within most economies, as next year's level of employment adjusts to what it was in this year.

A4.3.3 Selwyn and Waimakariri Districts

The methodology for Selwyn and Waimakariri Districts is the same and therefore summarised together. The model uses base employment data by ANZSIC 2nd level categories and projects employment growth based on several factors to determine demand for commercial zones and industrial zones.

Key assumptions and inputs to determine the employment growth are household growth, investment demand, and export demand. These, along with the inter-relationship supply, increasing self-sufficiency, and ancillary growth produces the projections. This is aggregated into commercial and industrial employment demand for the district.

Projections of growth are then converted to a floorspace. This is based on current ratios of employment to floorspace. Generally, these are around 40m² for commercial and 169m² for industrial for Selwyn and around 40m² for commercial and 100m² for industrial for Waimakariri. The floorspace data used was based on the Rateable Property database of SDC and WDC, LINZ building footprint data. It includes all floorspace, some of which may not be utilised e.g., vacant space, or that is used for other activities. The employee to floorspace ratios may therefore be conservative i.e., higher than is likely to be the case in respect of occupied space.

The final step in the model is to convert the demand for floorspace into demand for land. The Floor Area Ratios (FAR) of existing development have been assessed to establish an understanding of the intensity of floorspace to land that is achieved in each zone. The resulting FAR is used to convert the demand for floorspace into demand for land. Generally, these are around 0.45 for commercial and 0.47 for industrial for Selwyn and around 0.75 for commercial and 0.49 for industrial for Waimakariri.

The future demand located in each zone reflects the types of activities that currently locate in the zone. For example, there is currently a proportion of the retail and office sectors that locate in industrial zones, and it is assumed that this continues. This approach is considered appropriate in the context of Selwyn and Waimakariri District, having regard to the current District plan rules, in assuming that a similar level of economic activity will

occur in the same zones as present. The distribution of commercial activity may change in the future because of changes associated with District Plan reviews.

A4.3.4 Evaluation of the methodologies

GCP has utilised existing information and consultants as much as possible. This meant that understanding and agreeing each other's methodologies including synergies and potential inconsistencies, was extremely important. While preparing the BCA, key elements of the methodologies of each of the Councils were identified, including differences. Through discussion amongst the staff from each of the TAs alongside the modellers' expertise, these differences were reconciled to reach consensus on an agreed approach or differences were agreed as appropriate and documented. This is outlined in Appendix 6.

A4.4 Business Capacity

Business capacity refers to the total vacant and vacant potential land is available in business-zoned land.

A4.4.1 Christchurch

For Christchurch City, plan-enabled capacity for all business activity draws on the Council's existing Vacant Land Register (VLR), which includes information on the approximate quantum and size of vacant parcels in both industrial and commercial zones (both partial and whole sites), zoning, location, and other attributes of each parcel.

This information has been collected over a number of years and is based primarily on changes in the built form, identified through building consent data for construction and demolitions, and reviewed, where necessary, against aerial/ satellite photography. GIS layers are used to ensure parcel and zoning information is accurate. Some ground-truthing of the VLR was also undertaken, which has led to the removal and addition of the areas identified in Table 40. The basis for the largest areas being removed, particularly in the North Quadrant of the City, was land was in the VLR that was in fact occupied by activities without a building e.g., car rental businesses.

Table 40: Land removed and added from the VLR

Land to be removed (ha)	Commercial	Industrial	Notes
Central Quadrant	12.1	1.78	Removal of land subject to designation for central city anchor projects (Stadium and Metro Sports Facility)
East Quadrant	0.29	5.76	
North Quadrant	0.49	50.22	Mostly airport land that was showing on the VLR but is actually occupied by activities without buildings e.g., car hire
South Quadrant	3.58	19.90	
Land to be added	Commercial	Industrial	
Central quadrant	0.56	-	
Eastern quadrant	2.84	-	

In addition, the following sources have been utilised in determining the supply of land and floorspace:

- Land use surveys of all commercial centres
Surveys were carried out to quantify the actual retail floorspace and out of zone commercial activity. This identified the amount of existing occupied retail floorspace both in zone and out of zone, as well as quantifying vacant sites and floorspace. In doing so, the quantum of floorspace utilised for non-commercial activity could be determined which has been excluded from the assessment to avoid over-estimating the potential capacity.
- Vacant office floorspace in the Central City
A number of developments in the Central City have relied on insurance proceeds and not the typical lending constraints, proceeding without tenants secured for their premises. This has contributed to the development of space, which there has not been demand for, contributing to an over-supply of office floorspace. Therefore, for the purpose of this assessment, account has been had of the vacant

office floorspace available (in excess of the 8% vacancy rates deemed necessary for an efficiently operating market) in determining short-term supply. This data was sourced from Colliers International, dated October 2017.

- Redevelopment potential based on resource consents
For Christchurch City, the focus of its assessment of plan-enabled supply was vacant land rather than redevelopment potential. However, some account was taken of known pipeline or likely redevelopment proposals, primarily within or immediately adjoining commercial centres. This included capacity that may be enabled by the following:

Table 41: Summary of potential redevelopment opportunities

	Site	Size	Activity type	Status	Quadrant	
1	Northlands Mall	2,024GLFA (3,010sqm GFA)	Food precinct addition with covered 'winter garden' and outdoor seating. Two new retail tenancies and centre entrance fronting Main North Road. Net loss of 104 parking spaces and landscaping.	Completed	North	RMA/2016/2020 (expires 14/09/21)
2	Hornby Mall	3,000sqm GLFA	Additional capacity enabled by consent that hasn't yet been implemented.	Not commenced but recent application to extend the lapse period for consent. This floorspace is the balance of a previously implemented consent.	South	RMA92021123 and RMA/2017/2678 (expires 01/11/22)
3	Riccarton Mall	8,000sqm GLFA	Additional retail, car parking, outdoor hospitality	Not commenced.	South	RMA92021562 (expires 31/07/2019)
4	Riccarton Mall	Land Area: 2,703sqm site	No known development plans but has been purchased from CCC by Scentre/Westfield Mall. Existing buildings (Council community centre) to be demolished and rebuilt on adjacent land (complete end 2018)	No commenced and no resource or building consents have been lodged	South	n/a (Commercial Core Zone - may not require RC).
5	Palms Mall	9,329sqm GLFA	Additional retail floorspace, mall and service space located at ground level adjacent to Marshland Road. Extension to existing car parking on level 2 and creation of 2 new car parking levels (3&4)	Not commenced.	East	RMA92015315 Expires 22/04/2020
6	Land adjoining the Palms Mall	Land area: 21,029sqm	Mall owner AMP has purchased a large number of residential properties surrounding the Mall and has	Not commenced and no resource or building consents have	East	n/a

			obtained a change of zoning from residential to commercial core for this land. Therefore, the District Plan is enabling of redevelopment of this land. NB that AMP also owns other land adjoining the Mall which is still in residential zoning (13,468sqm).	been lodged to date.		
7	Eastgate Mall	Current resource consents for redevelopment of some of car parking area however this is already taken into account via the vacant land supply assessment so no need to consider again				
8	Church Corner	1,674sqm GLFA (net increase)	Redevelopment to provide new Liquor King, Briscoes and Farmers Market. Increasing GLFA from 19007sqm to 20681sqm and a loss of 82 car parks.	Completed		RMA/2017/2306 (Expires 01/12/22)

Aside from the extant resource consents referred to above, the redevelopment potential of existing developed sites has not been incorporated in the assessment. The estimates of supply are therefore conservative and any potential shortfall in supply could potentially be addressed through redevelopment opportunities elsewhere.

Also not accounted for is vacant floorspace for industrial activities. Data has been supplied by JLL but there are limitations with the datasets such that it cannot be relied on, namely that the dataset is not complete i.e., it does not capture all vacant floorspace.

In the assessment of vacant land and the potential floorspace on any given site, assumptions have been made, which are summarised below.

Building height in the Central City

An initial estimate of 2.06 stories was assumed, based on the average height of buildings in Christchurch's CBD prior to the earthquakes of 2010/2011. This is relatively consistent with and in some cases, higher than the average assumed in other centres including Auckland (1.8) and Hamilton (1.6). Wellington has a higher average of 2.4, which may reflect the limited area available for growth of the CBD.

Sensitivity testing has been undertaken with a revised assumption of 3.3 stories being used on the basis that building heights were likely to increase over time. This was informed by the following:

1. Research by Colliers and Beca in 2011 indicated that buildings above 12 floors were not likely to be economically viable, and the residual land value declined sharply as building heights increased above 6 stories. This suggests buildings of a lesser height (3 – 4 stories) are more viable⁸².
2. A vision of the CCRP is a more compact central city, which implies a greater level of efficiency in the use of land i.e., utilisation of vertical space. Given the inefficient use of land in the Central City prior to the earthquake, a higher average in the height of buildings has been assumed.
3. Landowners who have been paid out by their insurance company may have more equity to build higher without the necessity of tenant guarantees.

As recommended in section 1.4 of part 3 to the guide, ground-truthing has been undertaken to understand the height of buildings developed in the Central City. The results of this analysis have enabled an understanding

⁸² Appendix G – Technical Appendix to the Draft Central City Plan – Financial Feasibility of Building Development in the Christchurch CBD (Colliers International and BECA) (14 November 2011)

of the average building heights by zone and EFM area as presented in the table below. These two EFM areas comprise the whole of the Central Quadrant.

Table 42: Average building heights by zone and EFM area

	EFM Area 1 (Inner city)	EFM Area 2 (Inner City Edge)
Commercial Central City Business	4.23	-
Commercial Central City Mixed Use	1.81	-
Commercial Central City (South Frame)	2.4	-
Industrial General	-	1.1
Commercial Office	-	2.25
Commercial Core	-	1.3
Commercial Retail Park	-	1.55
Total by EFM Area	2.7	1.2
Grand Total	2.14	

This ground-truthing exercise confirmed that the original assumed average height in those areas (2.06 storeys) was consistent with historical built form but that a higher average building height (3.3) was appropriate to adopt for the reasons set out in (1)-(3) above. Recent building activity, particularly in the Central City Business Zone, indicates that new building activity in this central quadrant is likely to be at levels higher than the historical heights.

Reconciliation of land/ floorspace utilised for non-business activities

Part 4 of the guide requires consideration of the interactions between housing and business, including the need to consider how capacity may be utilised for non-business activities, to avoid under-estimating, over-estimating, and double-counting supply. Section 2.1 suggests that Councils undertake “a review of district plan activity tables to identify the types of activities that are enabled in different zones. However, it is also useful to ‘ground-truth’ these cases by analysing current land uses within zones that enable multiple types of use or discussing with stakeholders”.

The following describes assessments made of non-business activities in commercial zones.

Residential Activity in Business Zones

No reconciliation was considered necessary for the majority of business zones on the basis that district plan provisions do not enable residential activity to locate at ground floor (other than to the rear of commercial activities) and because there was little evidence of any ground floor residential activity occurring on business zoned land. Indeed, there is very little evidence of residential activity occurring above ground floor in business zones either, other than to a limited extent in the central city⁸³.

The exception to this is the Commercial Central City Mixed Use Zone which permits residential activity at ground floor, thus having the potential to compete with other activities for use of this land. A land use survey was undertaken by CCC in November 2017 to inform the extent to which land for various land uses within the CCCMU Zone is split between the Housing and Business Development Capacity Assessments. However, it was difficult to find an area of the zone which was likely to be representative of the future proportional split of activities. This is because:

- The central city has sustained such considerable damage to land and buildings including significant building demolitions, that makes identifying the recent / current land use composition difficult; and

The Christchurch Central Recovery Plan (and its incorporation into the Christchurch District Plan) resulted in a new planning framework for the central city, including this zone. This means that the historical composition of activities in this zone is unlikely to continue into the future and should not be used as a basis for future projections. This part of the city was previously an inner-city industrial zone characterised by light industry, warehousing and service industries including a range of long-established industries often on small sites. The new planning framework still enables these activities but now promotes redevelopment as a vibrant urban area

⁸³ See also the section 2.1 of the HLCA which assumes that no residential activity will occur in commercial zones outside the central city. It also considers there to be no capacity in the CCCB and CCCMU Zones above ground floor level because there is no evidence to inform the potential capacity at this stage.

where a diverse and compatible mix of activities can co-exist, including commercial and residential activities. It is anticipated that this zone will typically be redeveloped for these higher value uses.

Notwithstanding these limitations, a survey area⁸⁴ was selected that is undergoing redevelopment of the kind anticipated by the new zone provisions. That survey identified the following proportional split of activities at ground floor level.

Table 43: Proportional split of activities at ground floor level in survey area

Activity	Land area	%
Retail	34,685	38
Residential	9,217	10
Office	11,738	13
Industrial	7,695	9
Vacant/Carpark	20,884	23
Other	6,272	7
TOTAL	90,491	100

However, it should be noted that the survey area comprises a very large residential development site⁸⁵ which the project team considered unlikely to be replicated throughout the CCCMU Zone over the next 30 years. For the purposes of this capacity assessment, it was assumed that 5% of the CCCMU (rather than 10%) will not be available for business activities at ground floor level.

Retirement Villages in Business Zones

Retirement Villages are a form of residential activity that is permitted at ground floor level in some commercial zones and in theory could compete with commercial activities for land. However, analysis of previous consents (past 10 years) shows that almost all retirement villages have located within residential zones; therefore, for the purposes of this assessment, it has been assumed that no business land will be taken up for this use.

Visitor Accommodation in Business Zones

No reconciliation was made for visitor accommodation on the basis that in commercial centres, visitor accommodation is required to be located at upper floors, thus not competing for ground floor space/land. In the context of business land, this is most likely to be hotels locating within the central city. Other forms of visitor accommodation tend to locate outside of centres, mostly in residential zones within an Accommodation and Community Facilities overlay. The HLCA has made allowance for this within that assessment.

Anchor Project designations

The most significant reconciliation exercise forming part of this assessment for Christchurch City relates to land which is commercially zoned but designated for other (non-business) purposes. This includes:

Table 44: Reconciliation of Anchor Project designations

Designation	Underlying Zoning	Size	Activity/Purpose
North and East Frames (designation reference V4) Requiring Authority: Ōtākaro Limited	Commercial Central City Business Zone and Commercial Central City Mixed Use Zones	9.1ha (6.8ha vacant)	Designation for housing by Ōtākaro Limited. Master Plan proposed 900 houses and approx. 1,000sqm commercial floorspace. Under construction.
Metro Sports Facility (V7) Requiring Authority: Ōtākaro Limited	Commercial Central City Mixed Use Zone	7.2 ha (5.8 ha vacant)	Sports facility and ancillary activities.

⁸⁴ The survey area was bound by St Asaph Street in the north, Madras Street in the east, Dundas Street and Eaton Place in the south and Colombo Street in the west.

⁸⁵ Atlas Quarter, Government-led development projecting comprise of 106 townhouses and apartments. <https://www.stuff.co.nz/the-press/news/97271353/Crown-led-housing-project-triggers-transformation-of-Christchurchs-Welles-St>

Stadium including Spectator Events Facility (H4) Requiring Authority: Minister Supporting Greater Christchurch Regeneration	Commercial Central City Mixed Use Zone	6.9 ha (4.7 ha vacant)	Stadium including Spectator Events Facility and ancillary activities
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This land was removed from the BCA. The Housing Assessment includes the North and East Frame land as plan enabled housing supply (900 houses).

Business activities in non-business zones

This BCA assumes that future business activities will locate within business zones. This assumption is made on the basis that there is no reliable data upon which to inform any assumption about the likely future extent of out-of-zone business activity. Whilst historical data shows that a significant amount of all commercial activity has occurred outside of commercial zones since 2000⁸⁶, the new District Plan has a centres-based commercial strategy, directing new commercial activities to centres such that it is anticipated that out of zone activity will be much more limited.

Allowance has however been made to recognise the extent of business activities that were displaced by the earthquakes and that currently operate 'out of zone' under special regulatory dispensation⁸⁷. As discussed, earlier these activities will require space within business zones when their temporary accommodation permits expire in June 2021.

A4.4.2 Selwyn and Waimakariri Districts

The methodology for Selwyn and Waimakariri Districts is the same and therefore summarised together. The task of determining capacity forms part of the Capacity for Growth Models. This involves the following steps.

Establishing the amount of zoned land for business

The first task was to define land that was capable of development. This involved the exclusion of some areas e.g., roads and railways, designations. Other restrictions on land, for example covenants, were not excluded due to the lack of data to make an informed decision. The exercise of determining the quantum of zoned land required a review of parcel boundaries relative to zone boundaries, which did not match in some instances. A process was therefore carried out to allocate a proportion of each parcel split by a zone boundary to a business zone.

Identification of current development

As a second step, the amount of land that is already utilised was determined, having regard to the amount and location of existing development⁸⁸. In commercial zones, the quantum of floorspace on each site was estimated using the building floor area and a street view survey of the height of buildings (in stories).

Contemporary development potential

Building on the preceding steps, an assessment was made to determine the 'contemporary development potential' that the market could be expected to deliver. This draws on data on existing development to provide outputs of what is "achievable". This highlights the level of development that has been achieved by the market which can be thought of as 'currently suitable'.

Data on existing development was used to determine the floor area ratio (FAR) of every parcel⁸⁹. Analysis was then undertaken to establish the FAR at the 80th percentile for each zone, i.e., only 20% of the existing built form in each zone is more intensive. The FAR at the 80th percentile is considered to represent an achievable level of development. With development exceeding this level, it is considered reasonable to assume that other parcels in the zone could be developed to this level.

⁸⁶ Property Economics Report (2017), Christchurch Business Land Capacity Assessment, page 41.

⁸⁷ Canterbury Earthquake (RMA Permitted Activities) Order 2011

⁸⁸ The source of data on the amount and location of existing development included Rateable property and the LINZ building outline.

⁸⁹ The existing floorspace on each parcel was estimated using the building floor area for each Rateable Property and building coverage for each Building Outline.

The 80th percentile was then applied to existing sites to determine their redevelopment potential and the 'contemporary development potential'.

It is important to note that the contemporary development capacity is significantly smaller than the plan enabled capacity. The estimate of development capacity based on existing intensities of development may in itself be overly conservative and unlikely to eventuate but provides a relevant base line for understanding the least amount of potential development that could be suitable in Selwyn and Waimakariri. Generally, in high growth economies, the intensity of development tends to increase with time. This means that the contemporary development potential is likely to underestimate the development level that is achieved in the future.

A4.5 Development Infrastructure

The assessment of 'Development Infrastructure' involved an evaluation of the plan enabled capacity to determine what area was serviced. In circumstances where it was not, an assessment was made to determine whether infrastructure was identified in a Long Term Plan and Infrastructure Strategy consistent with the NPS-UD. This involved dialogue with asset managers to understand what was emerging in the draft LTP as well as what consideration was being given to servicing areas that are not serviced and where infrastructure was not identified in an LTP.

Assumptions made in identifying and documenting Development infrastructure include:

- The Development Infrastructure identified does not include infrastructure constraints that are anticipated to be borne by the private developer. These fall within the scope of the suitability assessment as a consideration that may render land less commercially suitability to develop.
- The areas identified for the purpose of the BCA are serviced, or infrastructure is identified in the Draft or Proposed Long Term Plan or an Infrastructure Strategy. Where an area is not, it is excluded from the assessment of Development Infrastructure.
- For the purpose of the assessment, both the existing and draft LTP for 2018 – 2028 have been considered in determining the Medium-Term supply. This is on the basis that the draft LTP has been through a statutory process including consultation and adoption while also taking into account Council's most up to date position as reflected in the draft.
- In some cases, it is considered inappropriate to discount unserviced industrial land on the basis that it provides an alternative type of industrial land (essentially rural industry) that forms an important role and is currently successfully taken up (e.g., at Channeys). This is documented in the report.

A4.6 Suitability

Suitability is a requirement for the business capacity assessment. Section 3.30 of the NPS-UD outlines that 'local authorities may define what it means for development capacity to be "suitable" in any way it chooses, but suitability must, at a minimum, include suitability in terms of location and site size'. The following is the methodology for assessing clusters of business land for suitability.

A4.6.1 Selection of Clusters for Analysis

Due to the large quantum of business land in the Greater Christchurch area, the task of completing a site-by-site assessment was not considered practicable in the timeframe. It was therefore determined that the assessment of suitability be undertaken on a cluster basis, each cluster being a sub-area of commercial or industrial activity in the city or town that could be distinguished geographically from other areas, and which had similar characteristics, constraints and zoning provisions. Where a number of smaller clusters were close together and had similar characteristics and/or the same zoning (in respect of undeveloped areas), these were grouped together as a single cluster.

The cluster-based approach also recognised that sites within each cluster may score consistently against some criteria e.g., accessibility to the strategic road network. This approach was agreed with the MBIE⁹⁰.

Assessments were completed for all vacant industrial land in the study area and two areas identified in the RPS for future business land, but which were not rezoned in the Christchurch District Plan review⁹¹.

Assessments were completed for the majority of the commercial centres including emerging centres in new greenfield developments. In Christchurch City, the focus was on centres that had at least 1,000m² of vacant

⁹⁰ Confirmed 6/12/2017 meeting with Peter Nunns, MBIE

⁹¹ Hawthornden and Johns Road Greenfield Priority Areas (CRPS)

land; the threshold being determined to prioritise assessments of the most significant parcels of land where development may occur. In Selwyn and Waimakariri districts, all vacant commercial land was assessed and included established and developing town centre environments and local centres.

A4.6.2 Criteria Selection and Weighting

For the original BCA, staff from Councils representing the GCP drafted a set of assessment criteria as a starting point for discussions with representatives of the development sector. This was based on criteria applied elsewhere for assessing the desirability / attractiveness of different locations for development.

Table 45: Assessment criteria used as a starting point in development sector discussions

Retail/Office Activity	Industrial Activity
Size/configuration of sites	Size/configuration of sites
Proximity to housing	Access to arterial roads
Visibility to customers	Proximity to housing
Public transport accessibility	Public transport accessibility
Planning constraints	Planning constraints
Development constraints	Development constraints
Natural constraints	Natural constraints
Infrastructure (private)	Infrastructure (private)
Features/environment (e.g., amenity, parking)	Features/environment (e.g., amenity, parking)
Market availability	Market availability
Legal/property tenure	Legal/property tenure
Resource consent	Resource consent
Price	Price

The key feedback received from the focus group was that:

- Parking availability was best considered as part of a broader 'accessibility' criterion, namely for retail and office activity;
- Land contamination was the key development constraint likely to affect suitability and should be included as a separate criterion;
- Geotechnical and flooding constraints were the key natural constraints likely to affect suitability so could be specified as such;
- While high levels of amenity are relevant, they are not a key consideration with respect to suitability, so should be removed from the assessment criteria;
- Access not just to arterial roads, but to the rail network, port and airport was important for industrial activities;
- Proximity to housing for the workforce was not a key consideration for industrial development but reverse sensitivity could be a concern; and
- Public transport links were not very important for industrial activities.

Some criteria were also combined as a result of discussions (e.g., size/configuration, market availability, and legal/property tenure were combined into single criteria of land assembly and access issues). The focus group also indicated the relative importance that they placed on each of these criteria. This translated into the weighting given to the criteria in the assessments.

Table 46: Weighting given to assessment criteria

Retail/Office Activity	Industrial Activity
Necessary (x4)	Necessary (x4)
Proximity to residential areas	Transport accessibility
Planning constraints	

Very important (x3)	Very important (x3)
Visibility	Planning constraints
Transport accessibility	Natural hazard constraints
Natural hazard constraints	Land assembly
Land assembly	
Somewhat important (x2)	Somewhat important (x2)
Land remediation	Land remediation
Private infrastructure requirements	Private infrastructure requirements

An “other constraint” criteria was also retained to account for other cluster specific constraints such as reverse sensitivity issues, significant community opposition to development, likely archaeological sites or other factors that could affect suitability such as abnormally high land values or low rental rates where known.

The focus group also emphasised the importance of other potential suitability criteria such as overall market demand, costs of material and labour, and access to financing. Whilst the project team agrees that these criteria significantly impact on commercial suitability, these factors were not assessed as part of the MCA. This was on the basis that they could be assumed to apply in a relatively consistent manner across the partnership area at any given point in time (e.g., labour and materials costs), or could vary considerably depending on the individual circumstances of the developer (e.g., access to / need for financing), or in the case of demand, would be assessed as part of the wider BCA. The focus of the assessments was on criteria where it was anticipated that there would be variability between clusters.

A4.6.3 Sources for Suitability Assessments

The suitability assessments were primarily desk-based studies using information available to councils in the timeframes available and supplemented by a survey of the development community and landowners of vacant sites. The latter included follow-up interviews with some respondents and discussions with relevant council experts (Refer below for a summary of this engagement).

Assessments generally relied on existing information as there was not sufficient time or resources to commission additional work (for example, to obtain rental rates for clusters not already studied for the Commercial Centres Fact Sheets project⁹² and information contained on Council records and GIS). Where there were multiple sources of information (for example, several geotechnical or contamination investigations for a series of consents on the same site) efforts were made to find the most relevant and up-to-date report but it is likely that further investigations or later remediation work may render some information quickly out of date. By nature, the assessments are a snapshot of a sometimes rapidly evolving landscape.

Key inputs into the assessments were:

1. An online survey was sent to all property owners of vacant sites in the clusters studied asking respondents to rate the relative significance of development constraints in those areas with respect to the criteria identified above. The survey included opportunities to propose additional criteria or to comment in more detail on the constraints.
2. Follow-up interviews were had with most respondents as available to discuss responses in more detail and to identify specific planning constraints identified as causing suitability issues or specific parts of clusters affected by contamination or natural hazards issues.
3. A planning assessment undertaken for each cluster identifying any District Plan rules likely to have a significant impact on suitability and any relevant natural hazards constraints.
4. A review of any relevant land use or subdivision consents issued in the past five years for vacant sites and, in particular, any land contamination or geotechnical reports accompanying them. Vacant sites with a recent consent for a non-industrial or commercial activity and with a high probability of implementation (e.g., consent to rebuild an apartment complex in a mixed-use zone) were noted as making the site not suitable for a business activity.

⁹² CCC Urban Regeneration and Strategies Programme project to update baseline information about key commercial centres in Christchurch.

5. A review of the Listed Land Use Register (LLUR) for any vacant sites to identify listed Hazardous Activities and Industries List (HAIL) sites, the extent of previous investigations and the outcomes of more recent Detailed Site Investigations (DSIs) where available.
6. In Christchurch City, for some greenfield areas that were rezoned or investigated for proposed rezoning during the District Plan Review, technical reports informing the s32 report⁹³ for the proposed rezoning were consulted.
7. In Christchurch City, the Urban Regeneration team regularly prepares Commercial Centre Fact Sheets for most District and Neighbourhood commercial centres and selected local centres. These fact sheets include statistics on the number of residents within a walkable catchment of the centre (based on analysis of 2013 census data), average rental rates for low-end, medium-end and high-end retail and office sites (prepared by CBRE in 2016) and assessments of transport accessibility (prepared by Abley Transport in 2016). These statistics and assessments were drawn on for centres where available, noting that the boundaries of the centres for the Fact Sheets do not precisely line up precisely with the boundaries of the study areas for the suitability assessments in all cases.
8. GIS information was obtained about contaminated sites (as a cross-check to the LLUR), location of public transport, cycle facilities and infrastructure servicing, archaeological sites not scheduled in the District Plan, landfill and uncontrolled fill sites, consent notices, assessments of high liquefaction risk areas and information on the roading hierarchy.
9. For Christchurch City, high level comments were sought from Council experts on liquefaction, flood risk and infrastructure servicing constraints.
10. Lists of current key activities were based on Google Maps and personal familiarity. A limited number of site visits were undertaken to ground truth desk-based research as part of a high-level audit of the vacant land register.

A4.6.5 Scoring Methodology

Scale and weighting

Once information had been gathered to inform the assessment for each criteria, a score was assigned based on the following scale:

- 0 – Constrained to the extent that development would not be suitable solely on this criteria
- 1 – Significantly constrained
- 2 – Moderately constrained
- 3 – Minor constraint
- 4 – Minimal or no constraint

Where no information was available, the score was assumed to be a 4. Where there was significant variability between sites in the same cluster (e.g., a 1 for one site and a 3 for another) a median score was generally selected (e.g., 2) except where the size of one site relative to the others and to the overall quantum of vacant land in the cluster suggested that greater weight should be given to that site.

These scores were then weighted to reflect the relative importance assigned to each criteria, based on input from the focus group to arrive at an overall weighted score for the cluster.

The Christchurch City assessments only scored the vacant sites in the cluster and may not reflect the score that would be assigned if the entire area were assessed. For example, there is only one vacant area in Elmwood at the back of existing shops, so this centre scored poorly for visibility even though the developed part of the centre fronts onto an arterial road.

The Selwyn and Waimakariri assessments were initially carried out at the cluster level, with Market Economics Limited utilising the property level information contained within the Selwyn and Waimakariri Capacity for Growth Models to provide a site-by-site analysis of constraints targeted to vacant land holdings. This evaluation was initially based on the information outlined in Section A11.6.4 above but may subsequently integrate property-based land values and related costings to provide a more accurate understanding of the suitability of vacant business land.

General assumptions

The assessments take into account the outcomes anticipated by the district plans for the relevant cluster and the context and scale of each business node. For example, the Christchurch District Plan anticipates local centres will primarily draw customers from within the local catchment, so more consideration was given to walkability, local cycle access and an established residential catchment than to factors including public

⁹³ An evaluation report (including an assessment of costs and benefits) required under Section 32 of the Resource Management Act for plan/policy changes.

transport access. On the other hand, large format retail centres are assumed to be accessed primarily by car from further afield. More consideration was given to adequate parking provision and less to the number of households in the immediate walkable catchment in this context.

For greenfield emerging centres, current suitability was assessed relative to the proximity and quantum of housing to make the centre viable, including whether it had reached the critical mass to support the centre and sequencing of development had installed the necessary infrastructure. This is on the basis of the NPS-UDC directing an assessment of whether development is currently suitable, not whether it could be suitable to develop in the future.

Some greenfield centres adjoin existing roads while other centres would require new roads to be built to connect to the transport network. Generally, consideration was given to the distance that new roads and other infrastructure would need to traverse to connect into existing systems. Any information on how soon those connections could be expected was also considered. For example, one centre did not have road access, but properties had been purchased to achieve the access required, with the demolition of former buildings completed and consent sought for earthworks. This centre was considered less constrained than sites where multiple landowner approval and/or land purchase was still required to connect the centre to the existing network.

Scoring for Criteria

The following summarises the basis for scores under each criteria.

a. Accessibility to the Transport Network

In Commercial Centres a '4' score was generally given if the centre had direct access to arterial roads and a level of public transport, parking and/or cycling provision consistent with what is anticipated for the type of centre. Lower scores generally reflect:

- emerging centres that do not currently have roads connecting them to the main network (e.g., North West Belfast, Redmund Spur);
- Commercial Office-zoned areas that do not have direct public transport servicing or are serviced by only one low frequency bus route (e.g., Mandeville);
- Neighbourhood or Local centres with a combination of comparatively poor public transport and cycle access, lack of alternative routes in the event of congestion, and less central locations (e.g., Port Hills Road, Lyttelton in Christchurch City and the Falcon's Landing and Geddes/Dryden Trust Neighbourhood Centres in Selwyn)

Industrial Clusters scored a '4' when they had direct access to the arterial road network and reasonably good access to either the rail network, port, or airport.

Clusters which scored lower generally had a number of sites that could only access the arterial road network via local roads, often in close proximity to residential or rural-residential areas or where there were other known constraints such as difficulties associated with upgrading intersections to accommodate heavy vehicle movements.

b. Land Assembly

Clusters generally scored a '4' if there was the potential to easily provide for a range of site sizes (including by subdividing) consistent with other typical developments anticipated in the same zone.

Lower scores reflect:

- a significant proportion of vacant sites in the cluster that were of a shape and/or held in ownership that was not conducive to development (e.g., long narrow sites in multiple ownership, where a row of shops was demolished). These sites would potentially be more difficult to amalgamate, to coordinate rebuilding or to develop as a stand-alone development without reference to the other sites;
- significant earthworks being required on sloped sites.

c. Land Remediation Requirements

Clusters generally scored a '4' where there were no known or potential Hazardous Industries and Activities List (HAIL) sites or where previous investigations indicated that contamination levels were within acceptable guideline levels and/or had been successfully remediated.

Clusters with a '3' generally contain known or suspected HAIL sites that have not been investigated or which have been investigated and require remediation of only discreet hotspots (e.g., as a result of leaking storage tanks).

Clusters with lower scores generally reflects the presence of significant areas of known or probable contamination (e.g., former landfill sites), where the sites have either not been investigated or have been found to exceed guideline levels for commercial or industrial development. Some sites are subject to an ongoing site management plan (SMP) and in the case of other sites, planned remediation had not yet been certified as complete.

d. Location-Specific Private Infrastructure⁹⁴

Most developed clusters scored a '4' on the basis that they did not require significant additional investment in private infrastructure other than standard service connections.

Some greenfield clusters scored lower because existing servicing would need to be extended to reach the cluster or because District Plan Outline Development Plan (ODP) requirements necessitate new roads or intersection upgrades to be installed at the developers cost.

Some District Plan ODPs make development contingent on the installation of larger scale on-site stormwater treatment facilities such as artificial wetlands and green corridors. Where these requirements necessitate coordination between multiple landowners or take up a significant amount of developable land, this could potentially constrain suitability.

e. Natural Hazards

The score for natural hazard constraints was a composite of assessments of risks from liquefaction-induced settlement, flooding and coastal hazards.

Liquefaction

Assessments were completed based on a review of geotechnical reports accompanying recent subdivision consents for vacant sites or proposed plan changes and discussions with Council experts. Generally, these reports referenced minor, moderate, or significant liquefaction and lateral spread risk often in terms of the technical category (TC) system designed for residential developments. This acted as an indicator for overall ground conditions in the context of industrial or commercial developments. TC1 generally indicates unlikely future land damage from liquefaction and TC3 indicates that specific foundations would need to be designed or ground improvement undertaken to address relatively significant risks of liquefaction-induced damage. CCC is currently in the process of updating its modelling for liquefaction risk areas. This work was not available for the present study but could be including in future assessments.

Caution must obviously be applied in extrapolating geotechnical conditions assessed at recently subdivided sites to vacant land across an entire cluster. The geotechnical reports were also generally commissioned for specific development projects which may have varying requirements. A factory using laser-cutting tools will not have the same foundation requirements as a storage shed and a four-storey mixed-use retail and apartment building will not have the same requirements as a corner dairy. Site specific investigations would be required to accurately determine foundation design. Performance can also vary considerably depending on the location of the future earthquake event.

Levels of risk do not always translate directly into levels of costs and hence in reduced suitability. In a large-scale development with varied ground conditions, for example, patches of higher risk TC3-type land could be used for stormwater treatment or parking instead of requiring more complex or expensive foundations. However, for the purposes of the present exercise, increased risk has generally been used as a proxy for increased costs.

For Christchurch City, these assessments were cross-referenced with the Council's existing high-level assessments of liquefaction risk. These were based primarily on observation of performance in the recent earthquake sequences. For clusters where recent geotechnical investigations were not available for specific sites, assessments were based on the extent to which vacant sites intersected known high or moderate liquefaction risk areas. For Selwyn and Waimakariri, these assessments utilised geotechnical information held on the respective Council's GIS systems, which for Selwyn, included layers referencing reports prepared by Geotech Consulting Limited.

Clusters generally scored a '4' where the majority of vacant land was not in an area where future land damage from liquefaction was considered likely. In Christchurch City, this meant the land was not in a Liquefaction

⁹⁴ This criteria looks at private infrastructure that would need to be installed at the developer's cost and excludes public network infrastructure. For example, it includes on-site servicing connections to the public network but not upgrades in capacity of the public network required as a result of new development or intensification.

Management Area (LMA), was in an area assessed as have low liquefaction risk and/or had recent geotechnical investigations indicating recently subdivided vacant sites were predominantly TC1-type land.

Clusters generally scored a '3' where the majority of land was in an area assessed as having a minor risk of land damage from liquefaction. In Christchurch City, this meant that most or all of the vacant land was in a LMA and/or recent geotechnical investigations identified a minor risk of liquefaction on the majority of sites with assessments (low end TC1 to high end TC2 or only parts of the cluster affected).

Clusters generally scored a '2' where the majority of land was in an area assessed as having a moderate risk of land damage from liquefaction. In Christchurch City, this meant that the entire cluster was within an LMA, most of the vacant land was in an area identified as moderate risk (potentially with some isolated high-risk areas) and/or recent geotechnical investigations identified an overall moderate risk of liquefaction (TC2 across the cluster, potentially with patches of TC3).

Clusters generally scored a 1 where significant risk from liquefaction were identified. In Christchurch City, this meant that most of the vacant land was in a high-risk area or geotechnical investigations indicated a likely and significant risk (TC3 across a significant portion of the vacant sites).

Flooding and Coastal Hazards

For Christchurch City, flood risk was generally assessed based on the percentage of the vacant sites in a Flood Management Area (FMA) or other overlay area indicating flood risk. Generally, in FMAs, developments are required to raise their floor levels to mitigate flooding risk. Higher floor levels increase construction costs and can constrain design options – for example where part of a relatively small site needs to be dedicated to ramps for disabled access.

Some additional information was provided by survey respondents relating to the floor levels in some clusters. In parts of New Brighton, for example, floor levels for new buildings may be required to be raised almost a metre above the existing ground level.

In Christchurch City, clusters generally scored a '4' where few or none of the vacant sites were located within FMAs. Clusters generally scored a '3' where less than half of the vacant sites were in an FMA. Clusters scored a '2' where more than half of vacant sites were in an FMA and/or where survey responses indicated that high floor levels required for that cluster were a constraint.

Some clusters on the coast have also been modelled as being at significant risk of coastal inundation from a 1 in 100-year return period event in the next 50 years. Industrial or commercial developments may be less sensitive to these risks than residential development because flood-proofing can more easily be integrated into the design (albeit at some additional cost). However, identified risks from coastal hazards can still make approval of financing and insurance more difficult or costly. It may also affect market perception. Clusters with a large percentage of vacant sites in a FMA and in areas identified as at significant risk from coastal hazards scored a '1' for this part of the assessment.

f. Planning Constraints

Clusters were scored on the extent to which the suitability of developing activities anticipated by the zone might be constrained by planning rules specific to that cluster. Generally, the district plan provisions are enabling of the types of activities anticipated for the zone and restrictive of activities not anticipated. Those restrictions were not considered a constraint to development.

Clusters generally scored a '4' where there were no planning rules specific to the cluster or where any specific planning rules (such as setbacks) would likely be covered by the 30% of developable land assumed to be set aside for car parking, landscaping, stormwater requirements and building setbacks⁹⁵.

Clusters scored a '3' where there were cluster-specific rules that were somewhat more onerous than other provisions and would likely reduce the amount of developable land by more than 30%. For example, in some clusters there were 20 or 50 metre setbacks for some activities or significant areas set aside for stormwater treatment. Some clusters had additional requirements for acoustic attenuation for office activities near the rail corridor or the airport and this was considered to potentially impose minor additional costs for those activities.

Requirements for urban design assessments were considered a minor constraint where the District Plan requires a resource consent for any new building. While the costs may not necessarily raise suitability concerns

⁹⁵ An assumption made in calculating plan enabled capacity of the ratio of building development to site area.

for a large-scale project, some uncertainty around outcomes could have a minor impact on suitability and were perceived by some survey respondents as a development constraint.

Clusters scored a '2' where there were more restrictive provisions, for example, where development could not proceed until specific conditions such as public infrastructure upgrades were met.

Clusters scored a '1' where commercial or industrial activities were not enabled by the zoning, for example in the two proposed industrial areas in Christchurch City that still have rural zoning and where any new industrial activity would require resource consent as a non-complying activity.

Many centres include caps on tenancy sizes (for example 450m² GLFA for a retail or office activity) however these are not considered to significantly constrain the types of activities anticipated in those zones (supermarkets and department stores were exempt from these rules).

Centres that have overall caps on retail floorspace in the centre and that were known to be close to reaching those caps (e.g., the Specific Purpose Airport Zone retail cap in the Christchurch District Plan and Key Activity Centre Precincts and Neighbourhood and Local Centre thresholds in the Selwyn District Plan), were considered to have a minor to moderate constraint.

g. Proximity to Residential Areas (Commercial only)

Centres scored a '4' where they were generally surrounded by established residential areas. Alternately some centres, like the Central City, had fewer residential areas in close proximity but had a strong visitor accommodation and work catchment from which to draw potential customers.

Centres with lower scores generally had smaller immediate residential catchments relative to other centres of the same type, including greenfield emerging centres where the surrounding residential catchment had not yet been built.

In some cases, centres with comparatively small residential catchments such as Ferrymead and Redcliffs were given higher scores than they would otherwise because they were on a commuter route to the coastal suburbs and could rely on drive-by trade.

Less weight was also given to large format centres and other centres where the market is assumed to be drawn from a wider area.

h. Visibility (Commercial only)

Centres generally scored a '4' where they fronted onto arterial roads and where most of the vacant sites were clearly visible from the road. Centres where the majority of the vacant land fronts onto side streets or is located at the back of existing shops were given a lower score. Where vacant land was not clearly visible from the road but formed part of a destination shopping mall complex (e.g., Linwood/Eastgate), generally the centre scored a '4'.

Local centres providing small convenience shopping were scored a '3' where the sequencing of development had not enabled infrastructure to be established to the boundary of the centre. Some centres had lower scores as a result of relative geographic isolation (e.g., Port Hills Road, Redmund Spur) and the fact that they were not directly connected to the arterial road network.

i. Other Development Constraints

Other potential development constraints have been noted including the presence of heritage buildings, archaeological sites, listed trees, underground semi- or unconfined aquifers, potential springs and sites of significance to Mana whenua.

For Christchurch City, generally heritage buildings and listed trees did not reduce the score for the cluster as impacts on heritage buildings would only be assessed for discretionary or non-complying activities and listed trees could generally be developed around.

Archaeological sites, potential springs, and sites of significance to Mana whenua suggests additional investigations or consultation would be required which could potentially add costs or uncertainty to the development process.

Locations over aquifers was considered a minor constraint for industrial activities as it may restrict the types of activities that can locate there (e.g., wet industries) and the options for stormwater management.

A4.6.6 Sites Assessed as Not Suitable

Sites were assessed as not suitable where they scored a '0' in any one criteria. For example, the compound natural hazards risks associated with some sites in the Bower Avenue Industrial cluster resulted in those sites being assessed as not suitable. A '0' for specific sites, however, did not necessarily mean that the entire cluster was not suitable.

Some sites (e.g., Redmund Spur) were assessed as being not suitable as a result of scoring 1s for multiple criteria. These include greenfield emerging centres where the supporting residential catchment has not yet developed, and lack of servicing and road access would significantly affect commercial suitability in the short term. This does not indicate, however, that those sites will not become suitable at some stage or would never be suitable for niche proposals.

Sites were also assessed as not suitable where they had a recent resource consent with a high probability of implementation for a non-commercial or non-industrial activity (e.g., apartment complexes, fire stations, churches).

However, it must be emphasised that given the complexities inherent in assessing commercial suitability for the full and extensive range of business activities enabled by district plans, at a strategic level and using the methodology recommended in the guidance, our assessment is unlikely to provide an accurate and full assessment of whether land is commercially suitable to develop. Rather, the assessment indicates the major known constraints which may affect suitability (from a planning perspective) and over and above the typical costs involved in developing business land (land price, financing, construction costs, rental/sales values etc.). As such, this assessment provides an indication of which land is more or less suitable, having regard to the assessed factors.

A4.7 Sufficiency

Once identification of demand and supply has been completed, a reconciliation of the two was undertaken to identify whether there is sufficient capacity to accommodate future growth. Unlike the guide, this assessment has been at a quadrant level for the city due to the limitations in determine demand at a zone level.

Appendix 5 – Suitability Assessments

Due to document size restrictions, the appendix is available on the website.

Appendix 6 – Methodology Alignment and Assumptions

The following table outline particular assumptions regarding the methodology and the approach by each TA.

	Matter / question	Christchurch City	Selwyn District	Waimakariri District
1.	Assumptions: Modelling assumptions incl. consumption effect, effect of ageing population	<p>There is a relationship between employment opportunities and population growth. The model acknowledges that this relationship exists, and as a result a change in one will influence the other.</p> <p>Long-run, historical employment data is sourced from Statistics New Zealand (Stats NZ), Business Demography database and spanning from 2000 to 2020.</p> <p>The employment data of twenty-two (22) industries within the economy are aggregated into six sectors that represent the main users of the land.</p> <p>A vector autoregressive VAR model is used to forecast the level of employment for the 30 years, and captures the relationship between industries within the economy over time.</p> <p>The model considers all the variables (industries) within a matrix format, this captures the complex relationship within the economy. This essentially captures the key concept of economics through the Input-Output concept where forward and backward linkages are modelled.</p> <p>It also assumes that the level of employment in the current period</p>	<p>Selwyn Economic Forecasts 2019 (SFM)</p> <p>The economic forecasts developed for Selwyn have been constructed by establishing a set of final demands and then running these demands through an economic model that records the inter industry outcomes that are required to meet those demands. This approach is similar to the 2017 EFM projections, however the key difference is that the final demands relied on are forecasts and the interrelationships vary through time.</p> <p>(a) Base Date: Base employment data for each “activity category” from 2019 Stats Business Demographic counts EC series, modified by productivity rates, multi-regional input-output table, etc.</p> <p>(b) Consumption Demand: based on population cohort model and household growth (medium-high projection). The spend per households was established using Household Economic Survey, Retail Trade Survey, Market View Card transaction data. Spending consumption effect assumed to grow at 1.4% p.a. Also, the level of local consumption within the model changes over time to recognise that the structure of Selwyn’s economy is expected to change as it grows. Specifically, the economic forecasts allow for changes in levels of household demand that is served within the District (self-sufficiency).</p> <p>(c) Investment Demand: investment demand estimates (Gross Fixed Capital Formation - GFKF) were generated by applying long-run average growth rates in capital formation to the base year GFKF estimates by industry, as obtained from the multi-regional input-output table. The growth rates are determined from statistical time series (econometric) analysis of the national level data.</p>	<p>Waimakariri Economic Forecasts 2019 (WFM)</p> <p>The economic forecasts developed for Waimakariri have been constructed by establishing a set of final demands and then running these demands through an economic model that records the inter industry outcomes that are required to meet those demands. This approach is similar to the 2017 EFM projections, however the key difference is that the final demands relied on are forecasts and the interrelationships vary through time.</p> <p>(a) Base Date: Base employment data for each “activity category” from 2019 Stats Business Demographic counts EC series, modified by productivity rates, multi-regional input-output table, etc.</p> <p>(b) Consumption Demand: based on population cohort model and household growth (medium-high projection). The spend per households was established using Household Economic Survey, Retail Trade Survey, Market View Card transaction data. Spending consumption effect assumed to grow at 1.4% p.a. Also, the level of local consumption within the model changes over time to recognise that the structure of Waimakariri’s economy is expected to change as it grows. Specifically, the economic forecasts allow for changes in levels of household demand that is served within the District (self-sufficiency).</p> <p>(c) Investment Demand: investment demand estimates (Gross Fixed Capital Formation - GFKF) were generated by applying long-run average growth rates in capital formation to the base year GFKF estimates by industry, as obtained from the multi-regional input-output table. The growth rates are determined from statistical time series (econometric) analysis of the national level data.</p>

		<p>affects the next period's employment level. This is evident in the historical employment values within most economies, as next year's level of employment adjusts to what it was in this year.</p> <p>It is assumed that all growth will be /new development unless otherwise stated</p>	<p>Selection of the time series technique applied depends on the underlying dynamic behaviour of the sector output being analysed. Where historical observations fluctuate around a long-run mean, stationary time series methods are applied (e.g., the AMRA process).</p> <p>(d) Export Demand: future exports are generated by applying national long-run average growth rates for export commodities by sector to the 2015-16 international export estimates obtained from a multi-regional input-output table. The long run growth rates by export commodity are determined according to econometric analysis and the choice of technique applied depends on the underlying dynamic behaviour of the sector being analysed. The data utilised in this time series analysis is derived from Statistics New Zealand's Harmonised System data for commodity exports and Balance of Payments for exports of services. Regional growth rates in exports by sector are assumed to be consistent with the estimated national growth rates determined through these methods. For some industries that rely on primary outputs, levels of export demand have been forecast based on the potential level of farming activity that is possible within the region.</p> <p>(e) Business Demand: the IO modelling approach is adopted, which records business-2-business transactions. However, the interrelationships within the model are modified to recognise that the structure of Selwyn's economy is expected to change. The economic forecasts allow for changes in levels of demand (self-sufficiency) and the range of economic activity that is viable within the District (business-to-business).</p> <p>(f) Productivity: productivity within the economy increases by approximately 0.5% per annum. However, this rate of change differs for each industry in the economy.</p>	<p>Selection of the time series technique applied depends on the underlying dynamic behaviour of the sector output being analysed. Where historical observations fluctuate around a long-run mean, stationary time series methods are applied (e.g., the AMRA process).</p> <p>(d) Export Demand: future exports are generated by applying national long-run average growth rates for export commodities by sector to the 2015-16 international export estimates obtained from a multi-regional input-output table. The long run growth rates by export commodity are determined according to econometric analysis and the choice of technique applied depends on the underlying dynamic behaviour of the sector being analysed. The data utilised in this time series analysis is derived from Statistics New Zealand's Harmonised System data for commodity exports and Balance of Payments for exports of services. Regional growth rates in exports by sector are assumed to be consistent with the estimated national growth rates determined through these methods. For some industries that rely on primary outputs, levels of export demand have been forecast based on the potential level of farming activity that is possible within the region.</p> <p>(e) Business Demand: the IO modelling approach is adopted, which records business-2-business transactions. However, the interrelationships within the model are modified to recognise that the structure of Waimakariri's economy is expected to change. The economic forecasts allow for changes in levels of demand (self-sufficiency) and the range of economic activity that is viable within the District (business-to-business).</p> <p>(f) Productivity: productivity within the economy increases by approximately 0.5% per annum. However, this rate of change differs for each industry in the economy.</p>
2.	Rates for conversion of employment projections to land/ floorspace	The ratios are based on 1 st level ANZSIC categories broken down in some instances to 2 nd level to account for sectors such as warehousing and logistics.	Assessment of the current location of employment compared to zone to understand the nature of employment that locates in each zone. The economic activity in each zone was then compared to the floorspace in each location to establish	Assessment of the current location of employment compared to zone to understand the nature of employment that locates in each zone. The economic activity in each zone was then compared to the floorspace in each location to establish

		<p>There are 5 land demand models, each forecasting land demand for the various markets. Each of these has its own set of key assumptions.</p>	<p>current productive – i.e., gross floorspace per worker (workspace ratio).</p> <p>Conversion of future growth based on the following conservative assumptions:</p> <ul style="list-style-type: none"> All growth locates in new space. This is a conservative assumption because the productivity of existing space will probably support some of the future growth. Productivity remains constant in the future. This is a conservative assumption because productivity has been increasing. Zone preference of each sector is constant at the existing rates. This is a conservative assumption because the traditional bricks/mortar location of businesses may change in the future with disruptive technologies. <p>Broadly, we consider that these assumptions are conservative and will overstate the demand for floorspace.</p>	<p>current productive – i.e., gross floorspace per worker (workspace ratio).</p> <p>Conversion of future growth based on the following conservative assumptions:</p> <ul style="list-style-type: none"> All growth locates in new space. This is a conservative assumption because the productivity of existing space will probably support some of the future growth. Productivity remains constant in the future. This is a conservative assumption because productivity has been increasing. Zone preference of each sector is constant at the existing rates. This is a conservative assumption because the traditional bricks/mortar location of businesses may change in the future with disruptive technologies. <p>Broadly, we consider that these assumptions are conservative and will overstate the demand for floorspace.</p>
3.	Office	<p>Assume space demand of 39sqm per employee on average.</p> <p>Uses recent building activity data and employment data from the Business demography database (StatsNZ) to measure the relationship between office space and the level of employment.</p> <p>The space per worker includes all the living spaces, hard and soft landscaping associated with the office. Industry norms and trends reveal that the average effective office space per worker is between 14sqm and 20sqm excluding the landscaping component</p>	<p>As discussed above, assessment of workspace ratio was undertaken at the zone level.¹ The vast bulk of buildings in the District are single level, therefore all sectors compete for the same ground floor space. Therefore, the growth model assesses all demand for the ground floor area together. There is no attempt to estimate which type of sector would 'win' in each area.</p> <p>In Business 1 where the vast bulk of office and retail locates the workspace ratio ranges from 30m² to 60m², with an average of 39.9m². Purpose built (newer) spaces may achieve a higher density. However, it is conservative to apply the existing achieved rate which overstates the demand for floorspace.</p> <p>SCGM2019 allows the user to select one of three scenarios of density:</p> <ul style="list-style-type: none"> Low: 60m² per job. Medium: 40m² per job. High: 30m² per job. 	<p>As discussed above, assessment of workspace ratio was undertaken at the zone level. The vast bulk of buildings in the District are single level, therefore all sectors compete for the same ground floor space. Therefore, the growth model assesses all demand for the ground floor area together. There is no attempt to estimate which type of sector would 'win' in each area.</p> <p>In Business 1 and Business 4 where the vast bulk of office locates the workspace ratio ranges from 30m² to 70m², with an average of 44.0m². Purpose built (newer) spaces may achieve a higher density. However, it is conservative to apply the existing achieved rate which overstates the demand for floorspace.</p> <p>WCGM2019 allows the user to select one of three scenarios of density:</p> <ul style="list-style-type: none"> Low: 70m² per job. Medium: 40m² per job. High: 30m² per job.

4.	Retail	<p>Point of sale data, sourced from MarketView, is used for the retail analysis. This enables retail spending trend analysis on a small area level and enables the model to reflect local spending trends.</p> <p>Inflationary pressure or change in density is assumed to stay near 1%.</p> <p>The intensity of use for retail activity reveals a floor area ratio (FAR) of 0.35 (sourced from CCC land use information, this ratio is an indication of the existing retail establishment's building size as a percentage of the total site size).</p> <p>Increasing this use-intensity for properties below a FAR of 0.35 would improve use intensity and would reduce the amount of land required to support new demand.</p>	<p>As discussed above, assessment of workspace ratio was undertaken at the zone level.² The vast bulk of buildings in the District are single level, therefore all sectors compete for the same ground floor space. Therefore, the growth model assesses all demand for the ground floor area together. There is no attempt to estimate which type of sector would 'win' in each area.</p> <p>In Business 1 where the vast bulk of office and retail locates the workspace ratio ranges from 30m² to 60m², with an average of 39.9m². Purpose built (newer) spaces may achieve a higher density. However, it is conservative to apply the existing achieved rate which overstates the demand for floorspace.</p> <p>SCGM2019 allows the user to select one of three scenarios of density,</p> <ul style="list-style-type: none"> • Low: 60m² per job. • Medium: 40m² per job. • High: 30m² per job. 	<p>As discussed above, assessment of workspace ratio was undertaken at the zone level. The vast bulk of buildings in the District are single level, therefore all sectors compete for the same ground floor space. Therefore, the growth model assesses all demand for the ground floor area together. There is no attempt to estimate which type of sector would 'win' in each area.</p> <p>In Business 1 and Business 4 where the vast bulk of office locates the workspace ratio ranges from 30m² to 70m², with an average of 44.0m². Purpose built (newer) spaces may achieve a higher density. However, it is conservative to apply the existing achieved rate which overstates the demand for floorspace.</p> <p>WCGM2019 allows the user to select one of three scenarios of density, low, medium and high.</p> <ul style="list-style-type: none"> • Low: 70m² per job. • Medium: 40m² per job. • High: 30m² per job.
5.	Industrial	<p>Regional industrial output trends reveal increased levels of output, which is being driven by increased levels of capital utilisation without a significant change in labour input. This suggests that the marginal rate of technical substitution supports higher use of capital than labour during production.</p> <p>Short term productivity growth for the industry averaged 3.3% for Christchurch City, slightly below the long-term average of 4.8%; the short-term growth rate(3.3%) has been applied in the model.</p> <p>The land demand requirement assumes all new development is greenfield.</p>	<p>120 – 180 m² per worker. This is based on Based on work conducted by M.E on industrial land in other TAs and calibration to the level of floorspace observed in the Business zones.</p> <p>SCGM2019 allows the user to select one of three scenarios of density:</p> <ul style="list-style-type: none"> • Low: 180m² per job. • Medium: 169m² per job. • High: 120m² per job. 	<p>90 – 120 m² per worker. This is based on Based on work conducted by M.E on industrial land in other TAs and calibration to the level of floorspace observed in the Business zones.</p> <p>WCGM2019 allows the user to select one of three scenarios of density:</p> <ul style="list-style-type: none"> • Low: 120m² per job. • Medium: 100m² per job. • High: 90m² per job.

		Increasing the use intensity for properties below a FAR of 0.32 would improve the use intensity, reducing the amount of land required to support new demand.		
6.	Warehousing & logistics	<p>The short-term productivity growth for the industry averaged 2.8% for Christchurch City, slightly below the long-term average of 4.4%. The short-term growth rate (2.8%) is applied in the model.</p> <p>A relationship between industry output (StatsNZ) and new building activity (StatsNZ) is utilised in the model. This relationship allows the model to convert the output into space demand inclusive of services, hard and soft landscaping.</p> <p>Increasing this use-intensity for properties below a FAR of 0.43 would improve use-intensity and would reduce the amount of land required to support the new demand.</p>	<p>Selwyn has commissioned research on the warehousing and logistics, which has become a significant driver of land demand in the district since the two inland ports began operation.</p> <p>This research is underway, and may result in adjustments to the industrial land demands for the District, which will go beyond the level forecast in the SFM 2019.</p>	
7.	Accommodation	<p>The model applies employment to space ratio, estimated from building activity and new employment from SNZ.</p> <p>A worker space requirement of 68sqm is applied in this model, based on the current medium to high density hotel establishments within the Merivale, Central City and Riccarton areas. The underlying assumption is that the majority of short-stay accommodation establishments will mirror these.</p> <p>Increasing the use intensity for properties below a FAR of 0.47 would improve the use intensity and would</p>	<p>Mostly not modelled as much of these sectors locate in non-business zones. Only models the proportion of each sector that is currently located in the business zones. The workspace ratios depend on the zone (see above).</p>	<p>Mostly not modelled as much of these sectors locate in non-business zones. Only models the proportion of each sector that is currently located in the business zones. The workspace ratios depend on the zone (see above).</p>

		reduce the amount of land required to support new demand.		
8.	% leakage/ retention from Christchurch to Selwyn (and vice versa)	<p>Point of sale retail data, sourced from Marketview, is used for the retail analysis. This enables retail spending trend analysis on a small area level and enables the retail model to reflect local spending trends (including any leakage).</p> <p>The business demography data used as the basis for the modelling already contains a certain level of employee "leakage". By using the business demography to project forward, the model assumes that there will be a natural leakage within the employee market.</p>	<p>Based on Market View Card transaction data. Also, the level of local consumption within the model changes over time to recognise that the structure of Selwyn's economy is expected to change as it grows. Specifically, the economic forecasts allow for changes in levels of household demand that is served within the District (self-sufficiency).</p> <p>Given the proximity of Selwyn to a large metropolitan centre (Christchurch), it is likely that there will always be a sizable amount of leakage of household demand out of the District. However, much of the leakage will relate to goods that are infrequently purchased (whiteware, furniture, electronics, etc.) or specialist items that cannot be supplied in the smaller economy (fine dining, entertainment, artisan goods, etc.).</p> <p>For the economic forecasts it is assumed that self-sufficiency continues to improve, the improvements are assumed slow over the coming decades. The following changes to self-sufficiency are applied:</p> <ul style="list-style-type: none"> • Medium Term: slower improvements in self-sufficiency over the coming decade, at an annual rate that is a third of the level observed in the card transaction data. • Long Term: minimal improvements in self-sufficiency over the period 2029-2038, at an annual rate that is a fifth of the level observed in the card transaction data. • Longer Term: limited improvements in self-sufficiency over the period 2039-2053, at an annual rate that is a tenth of the level observed in the card transaction data. 	N/A
9.	% leakage/ retention from Christchurch to Waimakariri (and vice versa)	Point of sale retail data, sourced from Marketview, is used for the retail analysis. This enables retail spending trend analysis on a small area level and enables the retail model to reflect local	N/A	Based on Market View Card transaction data. Also, the level of local consumption within the model changes over time to recognise that the structure of Waimakariri's economy is expected to change as it grows. Specifically, the economic forecasts allow

		<p>spending trends (including any leakage).</p> <p>The business demography data used as the basis for the modelling already contains a certain level of employee "leakage". By using the business demography to project forward, the model assumes that there will be a natural leakage within the employee market.</p>		<p>for changes in levels of household demand that is served within the District (self-sufficiency).</p> <p>Given the proximity of Waimakariri to a large metropolitan centre (Christchurch), it is likely that there will always be a sizable amount of leakage of household demand out of the District. However, much of the leakage will relate to goods that are infrequently purchased (whiteware, furniture, electronics, etc.) or specialist items that cannot be supplied in the smaller economy (fine dining, entertainment, artisan goods, etc.).</p> <p>For the economic forecasts it is assumed that self-sufficiency continues to improve, the improvements are assumed to slow over the coming decades. The following changes to self-sufficiency are applied:</p> <ul style="list-style-type: none"> • Medium Term: slower improvements in self-sufficiency over the coming decade, at an annual rate that is a third of the level observed in the card transaction data. • Long Term: minimal improvements in self-sufficiency over the period 2029-2038, at an annual rate that is a fifth of the level observed in the card transaction data. • Longer Term: limited improvements in self-sufficiency over the period 2039-2053, at an annual rate that is a tenth of the level observed in the card transaction data.
10.	Plan enabled capacity – Activities enabled.	Activities that are Permitted, Controlled, or Restricted Discretionary.	Activities that are Permitted, Controlled, or Restricted Discretionary – in SDC this is more relevant for allocating demand. The Activity types have very little impact on the scale of plan enabled capacity (i.e., how much floorspace can be built).	Activities that are Permitted, Controlled, or Restricted Discretionary – in WDC this is more relevant for allocating demand. The Activity types have very little impact on the scale of plan enabled capacity (i.e., how much floorspace can be built).
11.	Zones not deemed to be developable	Roads, parks, other Council land e.g., stormwater areas, designations for specific uses.	Roads, railways; rivers, streams and other hydro; legislated sites (reserves near motorways or rivers), local recreation (Council reserves). Designated land not taken into account.	Roads, railways; rivers, streams and other hydro; legislated sites (reserves near motorways or rivers), local recreation (Council reserves). Designated land not taken into account.

12.	Assumed FAR (applied to establish "Zone Modified enabled capacity")	Retail: 0.35; Office: 0.5; Industrial: 0.32; Warehousing: 0.43; Short Stay Accommodation: 0.47	<p>The plan enables a large amount of theoretical supply – maximum potential developable is much larger than the market is likely to achieve.</p> <p>Therefore, the growth model develops a "Modified" capacity which is in line with what has been achieved in each zone. This is a similar concept to the residential capacity where in most cases developments do not (or are unable to) subdivide or develop to the maximum allowable level in the plan.</p> <p>The Modified Capacity is based on statistical analysis of the parcel level FAR in each business zone (existing development). Model allows user to model three settings 70th 80th and 90th percentile for each zone. This represents achievable/realistic development potential, which is much less than the plan enabled capacity</p> <p>Assumed FARs Business 1 (Centre) 0.45 Business 2 (Industrial) 0.47</p>	<p>The plan enables a large amount of theoretical supply – maximum potential developable is much larger than the market is likely to achieve.</p> <p>Therefore, the growth model develops a "Modified" capacity which is in line with what has been achieved in each zone. This is a similar concept to the residential capacity where in most cases developments do not (or are unable to) subdivide or develop to the maximum allowable level in the plan.</p> <p>The Modified Capacity is based on statistical analysis of the parcel level FAR in each business zone (existing development). Model allows user to model three settings 70th 80th and 90th percentile for each zone. This represents achievable/realistic development potential, which is much less than the plan enabled capacity</p> <p>Assumed FARs Business 1 + 4 (Centre and Local Centre) 0.75 Business 2 + 5 (Industrial and Business Park) 0.49</p>
13.	Ratios applied for conversion of retail floorspace between gross and net.		No assumption required as this is implicitly accounted in the calculation of the Workspace ratio – see above. The growth model uses actual data so no assumption is required.	No assumption required as this is implicitly accounted in the calculation of the Workspace ratio – see above. The growth model uses actual data so no assumption is required.
14.	Assumed height per storey?		Permitted activity rules on height determine the total height. But the model does not report on this as the key output is modified potential that is more realistic.	No Bulk and location modelling. Model does not report on this as the key output is modified potential that is more realistic.
15.	Assumed to be above ground floor only?	Yes	Offices assumed to be at ground floor. All activities compete for the same space. The nature of the economy in these areas means that there are very few/no high-rise developments. It is conservative to assume that this will continue in the future.	Offices assumed to be at ground floor. All activities compete for the same space. The nature of the economy in these areas means that there are very few/no high-rise developments. It is conservative to assume that this will continue in the future.
16.	Is land used for storage treated as vacant? Other examples?	No – see above re vacant land methodology.	The Growth Model will identify land as vacant if it doesn't have a consented building.	The Growth Model will identify land as vacant if it doesn't have a consented building.

17.	Single level only?	Single level	Single level	Single level
36.	Slither of second zoning (page 26 of 'Working notes').	Each zoned portion of a parcel is treated separately	SCGM same as WCGM	Where 98% or more of a parcel is in one zone and less than 1,000 m2, then the whole parcel is treated as within the same zone.
37.	Small amount of land (less than 100m ²) in another zone e.g., accessway (page 26 of 'Working notes').	Land parcels of less than 100 m2 excluded. Narrow accessways manually reviewed and excluded from VLR unless there is sufficient width for a building.	Where area is less than 100m2, the whole parcel is treated as within the same zone.	Where area is less than 100m2, the whole parcel is treated as within the same zone.
38.	Parcels where a larger amount of land is split (page 27 of 'Working notes').		Two scenarios presented: Residential/ Rural Business/ Residential Assessment made based on context e.g., site on edge of a larger business zone with a portion within a residential zone is treated as Business.	Two scenarios presented: Residential/ Rural Business/ Residential Assessment made based on context e.g., site on edge of a larger business zone with a portion within a residential zone is treated as Business.
39.	Greenfield areas with split zoning i.e., where parcel boundaries do not follow zone boundaries i.e., zoning ahead of subdivision (page 28 of 'Working notes').		Split according to spatial area of the zone (unless falling within categories above).	Split according to spatial area of the zone (unless falling within categories above).
40.	Extent of which capacity for non-business activities excluded?	TBC	Assumed that no residential or retirement villages locate in commercial zones. Based on assessment of commercial zones little/no residential or retirement village activity has located in commercial zones in the past. ³	Assumed that no residential or retirement villages locate in commercial zones. Based on assessment of commercial zones little residential or retirement village activity has located in commercial zones in the past. ⁴
41.	Extent to which capacity taken account of in non-business zones	The model does not account for space in non-business zones.	The SCGM does not model the requirement for business space in non-business zones. The SCGM allocates growth in employment in each sector to the business and non-business zones according to the existing location of the sector (see discussion above).	The WCGM does not model the requirement for business space in non-business zones. The WGM allocates growth in employment in each sector to the business and non-business zones according to the existing location of the sector (see discussion above).

			<p>The employment that locates in non-business zones is not modelled from this point forward i.e., it is assumed that these businesses can find a location to operate.</p> <p>For example:</p> <p>Rural - much of the rural sector (farming) will locate in Rural Zones. No attempt is made to understand whether there is enough land (or floorspace) in the rural zone to enable these sectors to grow.</p> <p>Home Offices: do not impact on the potential capacity of the residential zone for housing.</p> <p>Community: some important business activities locate in the residential zone (e.g., schools, hospitals etc.). These activities compete for residential land.</p> <p>In the model current community businesses are removed using legal title, rates type and designations.</p> <p>No attempt is made to establish where new demand for schools or hospitals will be in the future. The location of these services is a central government decision that cannot be modelled reliably.</p>	<p>The employment that locates in non-business zones is not modelled from this point forward i.e., it is assumed that these businesses can find a location to operate.</p> <p>For example:</p> <p>Rural - much of the rural sector (farming) will locate in Rural Zones. No attempt is made to understand whether there is enough land (or floorspace) in the rural zone to enable these sectors to grow.</p> <p>Home Offices: do not impact on the potential capacity of the residential zone for housing.</p> <p>Community: some important business activities locate in the residential zone (e.g., schools, hospitals etc.). These activities compete for residential land.</p> <p>In the model current community businesses are removed using legal title, rates type and designations.</p> <p>No attempt is made to establish where new demand for schools or hospitals will be in the future. The location of these services is a central government decision that cannot be modelled reliably.</p>
42.	Size distribution adopted for vacant land analysis	Less than 1000m ² , 1000-5000m ² , 5000m ² – 1ha, 1ha – 2ha, 2ha – 5ha, greater than 5ha.	Data is recorded at the current parcel level. Split by site size is not an output.	Data is recorded at the current parcel level. Split by site size is not an output.
43.	Capacity inclusive of greenfield areas not zoned	<p>Yes – Hawthornden block (35ha) and 711 Johns Road (15ha) identified in long-term supply only. There are identified as Greenfield Priority Areas in the RPS but were not zoned through the District Plan Review.</p> <p>No other rural land is considered.</p>	<p>Covers existing zones and future residential zones. However, no future business zones have been identified or modelled in the greenfield areas.</p> <p>Considered as a location for dwellings and business activity. Assumes that the current revealed preferences for dwellings and business activity in the rural area continues at the current level.</p>	<p>Covers existing zones and future residential zones. However, no future business zones have been identified or modelled in the greenfield areas.</p> <p>Considered as a location for dwellings and business activity. Assumes that the current revealed preferences for dwellings and business activity in the rural area continues at the current level.</p>

44.	Any District Plan limitations to floorspace supply e.g., floorspace or tenancy caps	Yes, numerous of each, depending on zone and use– see 17/873590.	<p>Implicitly accounted for as the existing uses provide an indication of what types of activities are enabled in a zone. The model assumes that these activity types will continue in the future.</p> <p>Modelling every activity status and tenancy caps was beyond the scope of the work.</p>	<p>Implicitly accounted for as the existing uses provide an indication of what types of activities are enabled in a zone. The model assumes that these activity types will continue in the future.</p> <p>Modelling every activity status and tenancy caps was beyond the scope of the work.</p>
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Huihui Mai

Community Engagement Report 2023



Huihui Mai
Let's come together

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Introduction

Over the past 15 years, Christchurch and surrounding towns have grown rapidly. By 2050, more than 700,000 people are projected to be living in the Christchurch, Selwyn and Waimakariri districts – 30% more than there are today, with the population potentially doubling to 1 million people within the next 60 years, if not earlier.

To help avoid future growing pains, the Whakawhanake Kāinga Committee (Urban Growth Partnership for Greater Christchurch) asked residents how they thought we should tackle important issues such as responding to climate change, preserving the environment, making our region more resilient to natural disasters, and making housing more affordable.

The Huihui Mai engagement took place between 23 February 2023 to 3 April 2023, and had five objectives:

1. To explain and raise awareness of the Greater Christchurch Spatial Plan and the role of the Urban Growth Partnership.
2. To let the community know about the proposed ‘turn up and go’ public transport service and route.
3. To ask the community for feedback on the work done to date on the draft Greater Christchurch Spatial Plan, the ‘turn up and go’ public transport service (Mass Rapid Transit, MRT) investigation and the Transport Plan.
4. To deliver a visible and engaging campaign that encourages the community to talk about how we plan for, and adapt to, the future challenges facing Greater Christchurch, including population growth and climate change with a clear line of sight to intergenerational wellbeing and the community aspirations articulated through community engagement in 2020.
5. To engage with the many audiences that make up the Greater Christchurch community, encouraging active and meaningful participation by stakeholders and the public.

The Urban Growth Partnership for Greater Christchurch

Local councils, mana whenua, and the Crown set up the Whakawhanake Kāinga Komiti (Urban Growth Partnership for Greater Christchurch) in 2022 to collectively plan for our future growth.

Together the Partnership will leverage the tools, resources and investment needed to make transformative

change in Greater Christchurch with regard to housing, land use and infrastructure planning.

The 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
- Crown (led by Te Tūāpapa Kura Kāinga - Ministry of Housing and Urban Development, Kāinga Ora, Te Tari Taiwhenua - Department of Internal Affairs)



How we engaged

Our engagement approach was designed to achieve reach across our communities, with a particular emphasis on young people, and provide the opportunity for face-to-face discussion.

The engagement included:

1. Highly visible communication activity to reach as many people as possible.
2. A simple online survey that was easy to use and mobile-friendly.
3. Workshops - we held three workshops in different locations (Rangiora, Rolleston, and University of Canterbury) across Greater Christchurch to provide an opportunity for people to participate in group discussions about the work. The workshops had a standard format, but the questions reflected the local context for the area in which they were hosted.
4. Webinar - we held a webinar to provide an introduction to the work we were seeking community feedback on and provide the opportunity for the audience to ask questions.
5. Drop-ins - we held four drop-in sessions at local libraries to provide an opportunity for people to speak to project team members about the work.
6. A dedicated youth engagement stream that included workshops in schools and with youth organisations and a Youth Summit to review all the feedback.
7. We met with some key representative groups including One Voice, the Christchurch City Council Multi-Cultural Advisory Group, the Property Council, and the Canterbury Employers Chamber of Commerce.
8. Activations - to increase awareness and promote the survey a series of activations were held in high foot traffic areas that centred around a large photo wall that asked - "What should Greater Christchurch look like in 2050?" Over the duration of the campaign the photo wall and associated collateral at various locations, including the University of Canterbury and Lincoln University, Riverside, Ohoka and Lincoln Farmers Markets, Tūranga, Ruataniwha Kaiapoi Civic Centre and the Lincoln Events Centre.
9. We received email questions and feedback.
10. We held bi-laterals with urban development partners such as infrastructure providers and developers.



Key themes

Over the six weeks of the engagement, over 7,000 people did the online survey, with additional feedback collected at drop-in sessions and workshops. This report details the feedback that resulted from this engagement.

The vast majority of people agree with the direction to focus growth around key urban and town centres and along public transport routes

A significant majority of people (86%) agreed that future population and business growth should be accommodated through focusing growth around key urban and town centres and along public transport routes. This was true for at least 74% of people across all demographic groups (by age, ethnic identity, gender identity, disability status, household type and where they lived).

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

39% of people were open to living in high density housing in the future, with a further 17% of people saying they might consider it in some situations.

When considering high density housing / targeted intensification, people were most concerned that consideration was given to the following factors when high density housing is planned and built:

- Provision of green spaces
- The quality and design of high density buildings and neighbourhoods
- Making housing affordable
- Provision of key amenities close by, including good public transport provision
- Catering for the different social, physical and cultural needs of different groups in the community. Specific mention was made of the needs of older people and those with mobility issues, multi-generational and extended family groups
- Continuing to provide lifestyle choice - high density living does not cater to everyone's needs.

Access to green spaces, gardens and green neighbourhoods is a strong theme throughout all the engagement.

The importance of catering for the development of aged care facilities as the proportion of older people in the population increases was identified.

Access to amenities is not equally distributed across our area, meaning different solutions are required in different areas.

How our urban centres and towns evolve as our population grows varies depending on the opportunities and the priorities of the local communities.

A notable minority (greater than 25%) of people who lived in the districts are open to high density living and using public transport now or in the future, with the right improvements or considerations.

We need to protect Greater Christchurch's role as a national and regional logistics hub

Protecting freight roads (rail and road) and regional connectivity were identified as important, as this provides for growth in inland ports and facilitates freight movements.



People want effort focused on all aspects of the natural environment, with particular importance placed on improving the health of our waterways

Improving the health of our waterways is a top priority for everyone, irrespective of where they live, but they also want effort focused on improving habitats for indigenous plants and animals, providing more green spaces and trees, and protecting farmland.

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 where they live

Over 50% of people agree with the suggested 'turn up and go' route with the remainder evenly split between don't agree and don't know. For those who don't agree, extending the route to Rolleston, Eastern Christchurch, Rangiora and South Christchurch were all identified.

Frequency and reliability were also identified as the most important characteristics of the 'turn up and go' service (consistent with feedback on public transport more generally).

There are quite different opinions across demographic groups as to the relative importance of different road uses when road space is limited in parts of the suggested 'turn up and go' route. Overall, cycle-ways scored highest followed by car lanes and pedestrian space, but people's preferences varied significantly based on where they lived, their age, their disability status and their household type.

In more in-depth discussion during workshops, webinar and drop-ins, consideration of the existing rail corridors was raised as an option for the future of Greater Christchurch's public transport system.

A significant majority of people who live in suburbs along the suggested 'turn up and go' route are supportive of the suggested route, are open to high density living and using public and active modes of transport more.

To use their cars less, people want more frequent, more reliable and more direct public transport

Almost 40% of people use public transport, cycling and walking all or most of the time to get around, and almost 40% never use those modes of transport.

The most important factors that would encourage people to use public transport more to get around are to improve the frequency and reliability of public transport, and provide more direct public transport routes.

Partnership and communication between urban development partners needs to improve to achieve better outcomes

Partnership and communication is important to provide clarity, confidence, and certainty for investment, and to ensure urban development meets the needs of people and business as urban areas intensify.

There are some barriers and challenges to shift the balance of commercial residential development from greenfield to higher density housing

Some developers raised concerns about placing limits on greenfield development and pushing for higher densities when it's not commercially feasible.

Barriers to development experienced by developers included consenting processes, uncertainty and additional costs of development imposed by regulation.

PART 1:

Hearing from our communities



How we reached people

A multifaceted approach was utilised over the six weeks of the engagement to encourage a wide cross-section of Greater Christchurch residents to have their say.

The majority of communication efforts focused on encouraging people to visit www.greaterchristchurch.org.nz so they could carry out a simple online survey.

A Huihui Mai brand was created and collateral developed which featured illustrations showing a possible future state transposed over recognisable photos from across Greater Christchurch.

Tools used to widely share the campaign's messages included advertising, traditional and social media and outreach to organisations and groups who could share messages to their own networks.

Media engagement

Media was an important channel to inform residents about the Huihui Mai engagement including how they could find out information about the Spatial Plan and suggested 'turn up and go' public transport service and route, upcoming webinars and workshops and how to give their views through the online survey.

The engagement period was opened on 23 February with a media release from Huihui Mai and the Minister of Transport, Minister Wood.

From a communications perspective, it was important that stories appeared in well-read media in Christchurch City, Waimakariri and Selwyn Districts. A media release was distributed to wider local and national media (TV, radio and newspapers), with a story on Stuff on 23 February attracting over 170 comments. Media updates were distributed to local media over the course of the campaign.

Stories were posted on the Waimakariri and Selwyn District Council websites. To avoid confusion with Christchurch City Council's consultation on Plan Change 14, Christchurch City circulated information through its social media channels, rather than running on its Newsline channel.

Advertising

A wide variety of paid advertising was utilised over the course of the campaign, with the overall goal being to drive traffic through to www.greaterchristchurch.org.nz so people could take the survey.

Key metrics are provided below:

Social media advertising

The campaign reached 233,537 individual users on Facebook and Instagram. On average, users saw the campaign four times over the campaign period, resulting in 940,173 total impressions.

TikTok advertising reached 261,444 people and resulted in 1,615 people going to the website. 25,467 people were reached on LinkedIn, with 513 people clicking on the advert.

Programmatic display advertising

Programmatic display advertising was used to target online advertising to target audiences. In total, the display activity delivered 878,512 impressions and drove 787 clicks to the website.

Video

A 30 second video was played across Stuff, NZ Herald, TVNZ+ and YouTube. The video achieved 373,869 impressions, with a very pleasing 32% of users watching the video to the end.

Google Performance Max

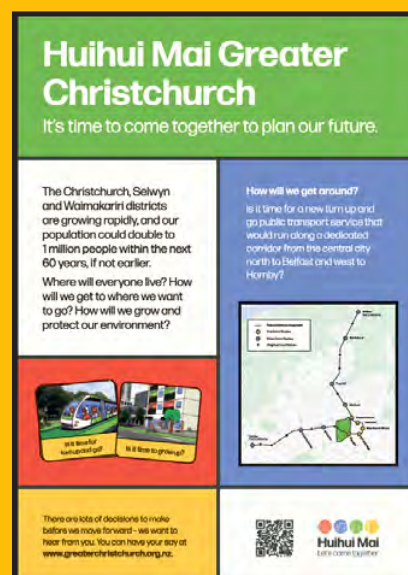
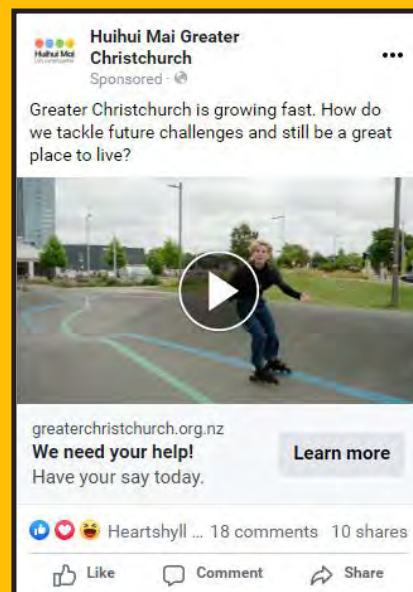
Google Performance Max optimizes ads, so they reach specific audiences across multiple channels. Over the course of the campaign, 1.3 million impressions were delivered, with a high click-through rate of 2.27%.

Stuff, NZ Herald and ethnic media advertising

Advertising on Stuff.co.nz delivered over 2 million impressions and achieved 4,785 clicks. A sponsored content story on Stuff featuring Professor Paul Dalziel and Mayor Sam Broughton achieved over 3100 page views, while the average time people spent on this page was 1 minute and 5 seconds.

Advertising on the NZ Herald website delivered 147,927 impressions and achieved 1,604 link clicks.

Advertising on skykiwi.co.nz achieved 188,178 impressions (118 clicks) while WeChat advertising achieved 126,043 impressions and resulted in 8,422 shares.





Radio

A mixture of live radio and digital streaming content was used to ensure we reached all audiences across Greater Christchurch. Huihui Mai content was heard across Flava, ZB, Hits, ZM, Magic, More FM, The Edge, The Sound, Mai, FM The Breeze, The Rock and Today FM.

For the digital audio activity, we utilised a mix of podcasts, live streaming and adlibs to ensure we were reaching the youth audience.

Out of Home

A wide range of out of home advertising was used to promote brand awareness. This included:

- Large Digital Billboards 48
- Bus Backs 6
- Bus Kerbsiders 6
- Digital Bus Shelters 30
- Static Bus Shelters 16
- Digital Retail Screens 17
- Dairy Posters 12
- Street Posters 86
- University Digital Screens 4

Print

Over the course of the campaign advertisements were placed in the following newspapers:

- The Christchurch Star
- Local community papers – Pegasus Post, Bay Harbour News, North Canterbury News, Southern View, Western News, Nor'west News, and the Selwyn Times
- The Press

Social media and video creation

Social channels were created on Instagram, Facebook and TikTok to encourage a conversation about how residents wanted Greater Christchurch to grow. To promote engagement a series of videos were created and shared across these social platforms. Videos included:

- A hero video that aimed to get residents to think about big questions facing the future of Greater Christchurch with a call to action to fill out the survey.

- A flyover video detailing the proposed turn up and go service and the route it could take.
- Vox pop videos asking residents from Hornby, Rangiora and Central Christchurch questions about travel and the future of Greater Christchurch

In total, these videos received 408,091 views spread across each platform with Facebook receiving the most video views at 271,329 followed by TikTok at 130,367.

High levels of social media reach and engagement were achieved over the six weeks of the campaign. In total, these social channels had 1,298,999 impressions, 35,685 engagements and 9,314 link clicks. Facebook was the highest-performing platform with 1,109,551 impressions and 32,064 engagements. While the average engagement rate across Facebook posts of all kinds is 0.064%, Facebook engagement for Huihui Mai was 2.5%.

TikTok was effective at achieving high levels of youth engagement - a key focus of the campaign. Two sets of advertisements were run over the campaign with a total budget of \$500 reaching an audience of 91,849 and achieving 2,883 likes. TikTok's key metric for engagement is 6-second video views - the two videos reached 17,396 6-second video views.

Activations

It was important to extend the visibility of the campaign beyond advertising and digital and have it be seen in our communities.

A series of activations across Greater Christchurch was centred around a large photo wall that asked a big question - "What should Greater Christchurch look like in 2050?" The photo wall and associated collateral appeared in many places over the campaign, including University of Canterbury and Lincoln University Clubs Days, Riverside, Ohoka and Lincoln Farmers Markets, Tūranga, Ruataniwha Kaiapoi Civic Centre and the Lincoln Events Centre.

Interactions with the public were extremely positive resulting in high awareness for the campaign and in-person support to fill out the survey.

Drop-ins, stakeholder workshops & webinar

As Huihui Mai is a region-wide campaign targeting all demographics we wanted the information and opportunities to ask questions to be accessible. It was important that residents had multiple opportunities to engage with subject matter experts about the campaign and give their feedback accordingly.

We hosted four drop-in information sessions and three stakeholder workshops across Greater Christchurch as well as one online webinar.

Engagement with harder-to-reach communities

From the outset it was important to reach traditionally harder to reach audiences, including Māori, Pacific and Asian communities.

We engaged directly with each of these communities, including relevant health and social service providers and through the Ministry of Education, all schools, early learning centres and Ministry staff, as well as the clubs associated with the key tertiary institutions, asking them to share the survey in their networks as well as make subject matter experts available to answer any questions they had. After we reached out directly to these communities, we saw a 7% increase in responses.

Our youth reach was particularly successful, resulting in very high levels of youth participation - 35% of survey respondents were under 35 years of age.

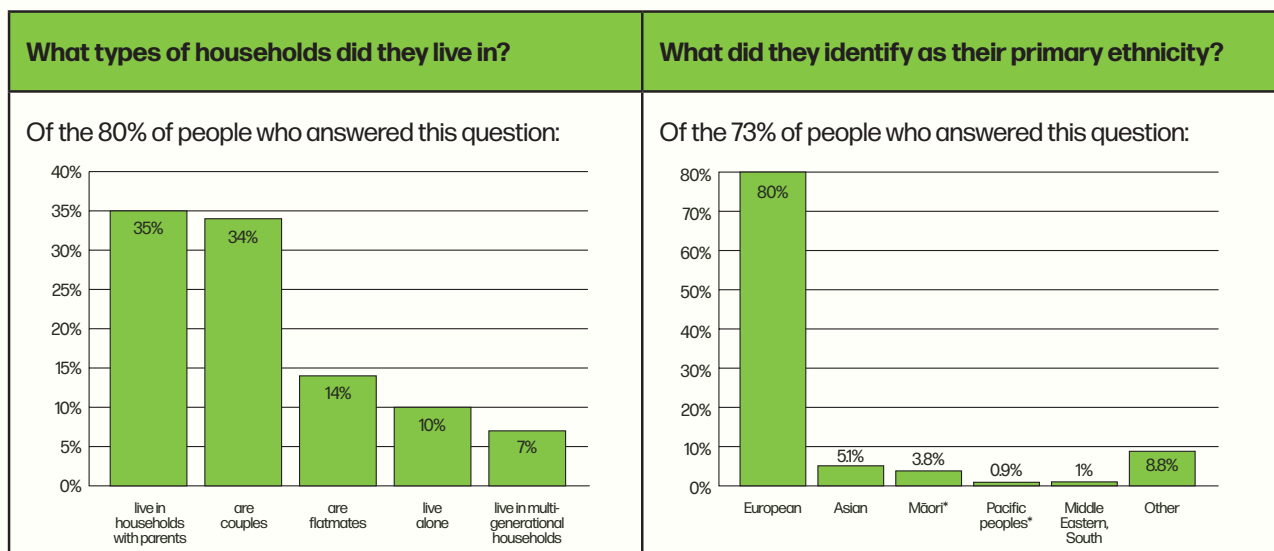
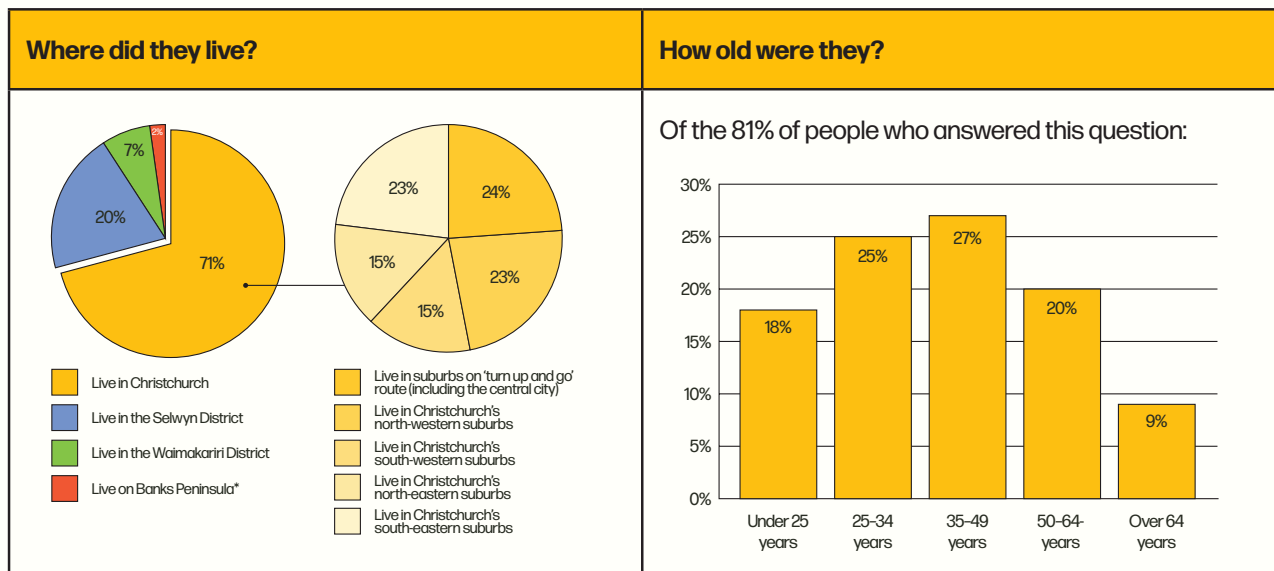


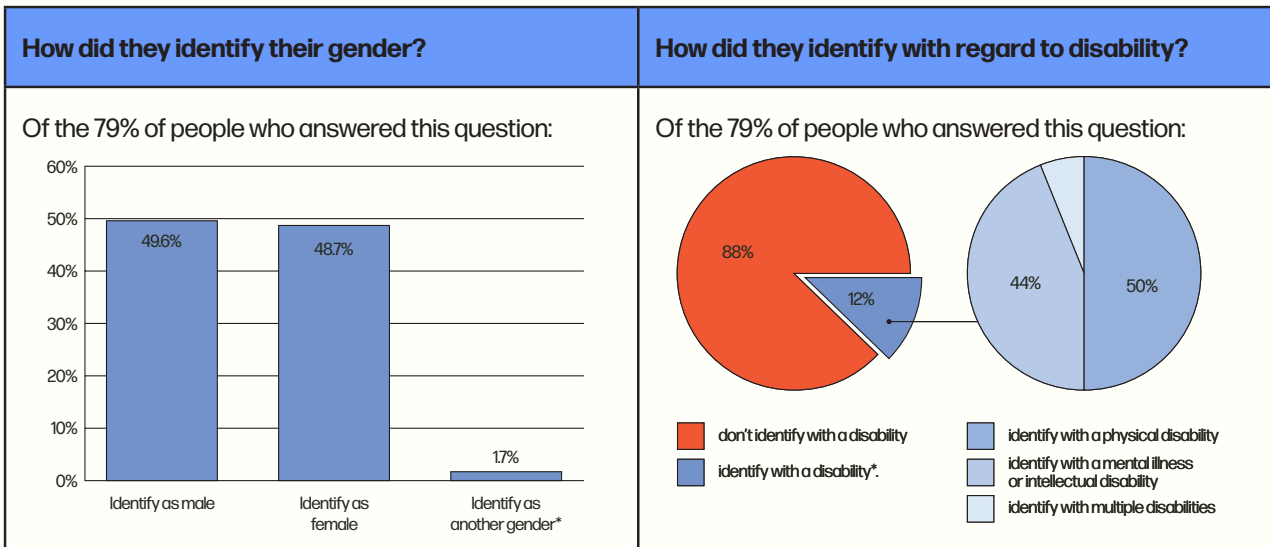
Who engaged with us

For us to be confident that we understood the different perspectives across our community, we needed to reach a wide range of residents from across Greater Christchurch.

Our main form of engagement was a simple-to-use online survey. The survey asked people to provide their feedback on some of the work to date, and their views about high-density housing, neighbourhoods, the environment and public transport. The survey meant we could capture the feedback of a lot of people and analyse it to understand where views might differ across our community.

During the community engagement period from 23 February 2023 to 3 April 2023, 7,066 people completed the online survey. Information on those who undertook the survey is provided below.





*For some demographic categories, the number of respondents were not sufficient to analyse their responses separately with respect to some questions. In general, demographic detail was not included where the number of respondents to that question was less than 100.

What groups in our community are under-represented in the survey respondents?

1. People who identified Māori as their primary ethnic identity made up only 3.8% of the survey respondents but represent 6.2% of the Greater Christchurch population, while people who identified Pacifica as their primary ethnic identity made up only 0.9% of survey respondents but represent 2% of the Greater Christchurch population (Census, 2018).
2. 24% of New Zealanders identify as having a disability 2013 (NZ Disability Survey) but only 12% of survey respondents identified that they have a disability.



What people said (structured around the key questions)

Question 1: Do you agree that we should focus growth around key urban and town centres and along public transport routes in the future?

Through the online survey people told us:

A significant majority of people (86%) agreed that we should focus growth around key urban and town centres and along public transport routes in the future.

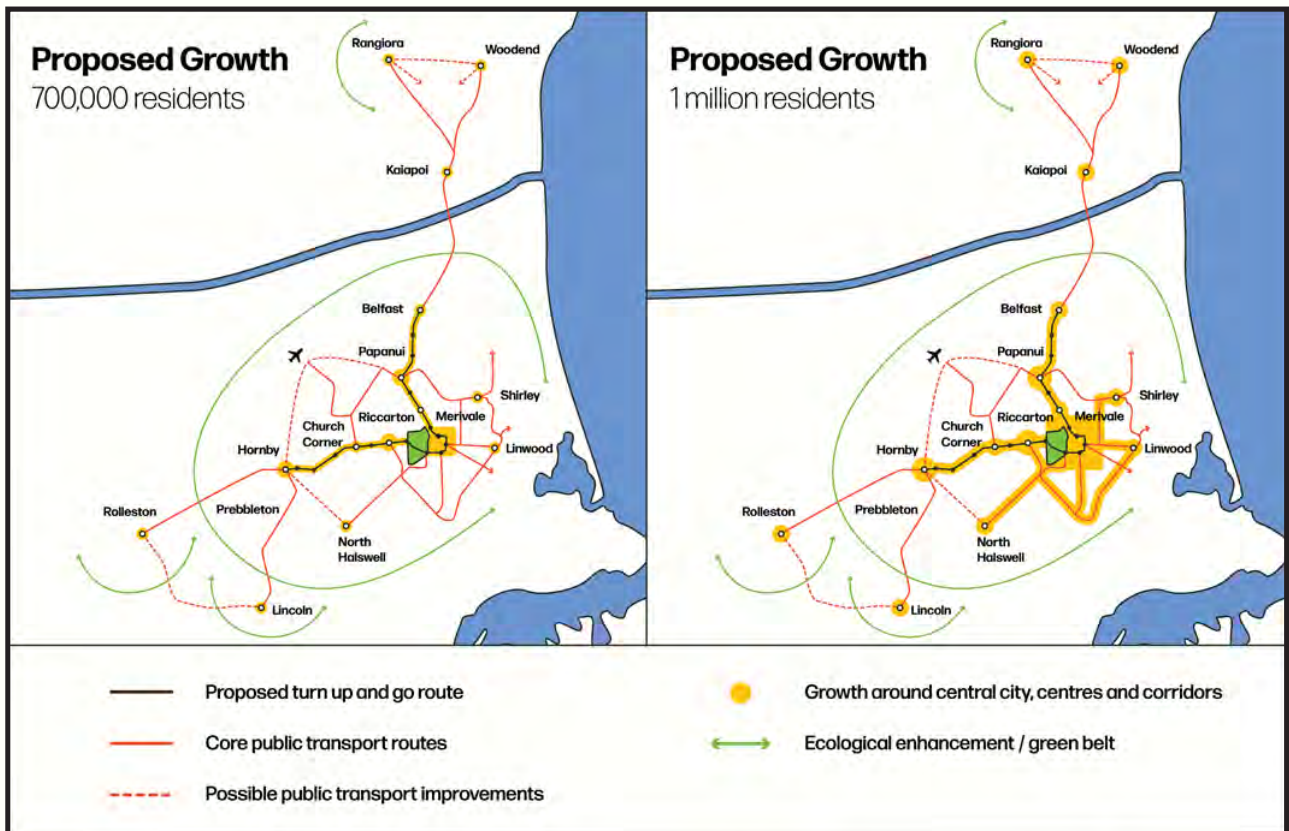
Agreement was correlated with age – the younger people were, the more likely they were to agree.

People who identified as Māori were least likely to agree

(74%) while people who identified as Asian were most likely to agree (92%).

There was very little difference by identified gender or household type, with the exception of flatmates, who were more positive.

People who identified as having a disability were less likely to agree (84%) than people who did not identify with a disability.





People living in suburbs along the suggested 'turn up and go' route (89%) and in western suburbs (88%) were more likely to agree while those in the districts were less likely to agree (83% in Selwyn and 81% in Waimakariri).

For the 6.9% of people who wanted growth accommodated in other ways:

- 38% want growth accommodated in other suburban areas of Christchurch
- 36% want growth accommodated in new sub-divisions on rural land adjacent to existing towns and suburbs
- 15% want growth accommodated in new towns in rural areas
- 11% want growth accommodated in other towns

Through the workshops, people told us:

Opportunities associated with the suggested pattern of growth:

- Improvement of public transportation to ensure sustainable and inclusive growth. Improving the frequency of services, enhancing connectivity, introducing park and ride options, and reducing the number of stops to ensure faster and more efficient journeys.
- Improvement of housing standards - address the challenges associated with accommodating an aging population and ensuring a varied typology of houses and units that cater to different needs. Need for well-designed smaller dwellings that are suitable for urban living. Importance of incorporating greenspace into high-quality intensification projects to ensure that the development is sustainable and provides a high quality of life for residents.
- Encouraging fewer cars within the city is closely linked to the idea of improving public transportation - to reduce emissions but also to reduce the cost of living for residents. Car-sharing not only in the city but also in the suburbs can be a cost-effective and sustainable solution that can provide residents with more options for transportation.
- Seizing the opportunity to invest in and construct the necessary infrastructure for future growth, starting now - allow for meticulous planning and strategic

placement of infrastructure in areas earmarked for expansion. The infrastructure development should encompass not only three waters (water supply, wastewater, and stormwater) but also transport infrastructure.

- Integration of more greenspaces and large trees into any proposed developments to create a healthier and more attractive living environment for its residents. Additionally, such initiatives can promote biodiversity, improve air quality, and mitigate the impact of climate change.
- Selwyn workshop participants also identified availability of essential amenities in close proximity, such as medical centres, educational institutions, transportation services, businesses, and shops as crucial for accommodating the anticipated growth of Selwyn and ensuring the towns can attract more people and foster sustainable development.
- Waimakariri workshop participants also identified prioritised transport, particularly rail options and car sharing, along with the potential for a new airport at Rangiora. The group also believed that population growth presented opportunities for their community to become more self-sustainable in energy, food, and employment.

Challenges associated with the suggested pattern of growth:

- Environmental considerations when planning for growth - concerns about the loss of productive land, the de-greening of the region, risks associated with climate change, water quality, and pollution resulting from high-density living. They highlighted the need to find a balance between growth and preserving the environment and to ensure that any development is sustainable in the long term.
- Transport infrastructure - the importance of affordable and efficient public transportation that is well-connected to various facilities and efficiently linked between residential and work areas. Concern that proximity of the transportation network to residential areas could potentially cause congestion due to limited road space, and a need to find a balance between passenger and freight usage on any future rail system.



- The traditional “¼ acre dream” and “Kiwi way of life” mindset may no longer be sustainable in light of the increasing demand for housing. Need to carefully plan the type and location of housing developments to maintain the community’s way of life, preserve cultural values and ensure that new housing is affordable and accessible to a diverse range of people.
- Preserving cultural values and lifestyles that define the area – if urban growth is not planned properly, it has the potential to restrict the current way of life by limiting the choices available. The challenge is to find a balance between growth and preserving cultural values and lifestyles, while ensuring that any new development benefits the community as a whole.
- Christchurch workshop participants identified environmental considerations as a top priority when planning for growth sustainably including potential loss of agricultural land, the de-greening of the city, pollution from high-density living, climate change, water quality, and the need to find a balance between passenger and freight usage on any future rail system. A major challenge identified was the lack of developer appetite for the type of development needed in the city. Participants also emphasised the need to find a balance between transportation options and their accessibility to various facilities, such as hospitals and schools.
- Selwyn workshop participants also identified the “Kiwi way of life” and owning a quarter-acre section were seen as defining cultural values and lifestyles that need to be preserved, while also accommodating growth and development. Participants highlighted the challenge of balancing growth with preserving the community’s unique way of life, access to services, the lack of interest in high-rise or high-density housing and challenges associated with public transport reliability, speed and timeliness.
- Waimakariri workshop participants also expressed resistance towards the concept of 15-minute cities and potential loss of democratic processes, and a concern about loss of privacy and personal autonomy in the context of climate change response and population growth. The group also recognises the value of maintaining a sense of community identity and cohesion, even as Greater Christchurch grows.





Question 2: What do you think about high-density living (apartments, townhouses)?

Through the online survey people told us:

39% of people are open to living in high-density housing with a further 17% saying they might consider it in some situations.

Agreement was correlated with age - the younger people were, the more likely they were to be open to living in high-density housing.

People who identified as Asian are more likely to be open to high-density living (45%).

Those people who identified as male were likely to be open to high-density living (47%) compared to those who identified as female (32%).

There was very little difference by household type, with the exception of flatmates (63%), who were more likely to be open to living in high-density housing and parents with children who were less likely (34%).

People living in suburbs along the suggested 'turn up and go' route (55%) and in north-west Christchurch (48%) were more likely to be open to high-density living while those in the districts were less likely to be open to high-density living (25% in Selwyn and 27% in Waimakariri).

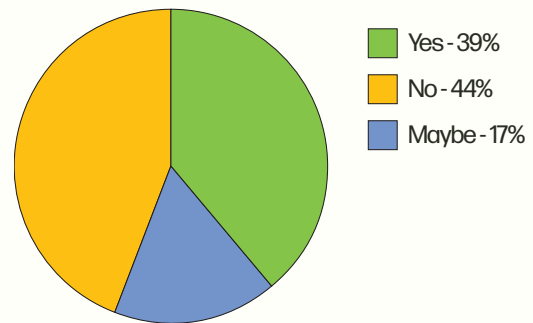
For the 17% of people who said they might consider high-density living in the right circumstances, the most common considerations were (in order from most important to least):

1. Access to greenspace
2. Quality
3. Well-designed
4. Stage of life
5. Affordability
6. Transport options

Other considerations included location, nearby amenities, accessibility and noise. Issues of parking, pet friendly, safety, size, storage/garage, sense of community, privacy and sustainability were also mentioned.

Affordability was by far the most important consideration for people under 25 years of age. Accessibility and

Would you consider living in high density housing in the future?



nearby amenities were important for people over 64 years of age. All ages identified greenspace in their top four considerations.

Affordability was also identified by those people living in suburbs on the 'turn up and go' route, in north-east Christchurch and in the Waimakariri District. Greenspace was in the top 3 in all areas except in the Waimakariri District. Quality and/or well-designed was identified by people living in all areas of Greater Christchurch while nearby amenities were only identified in the top 3 for people in Waimakariri.

Through the workshops, people told us:

Priorities for living well in higher-density housing are:

- *Access to open and greenspaces* including providing dog walking parks, sports / playgrounds / recreational areas, community gardens / allotments / fruit trees, walkways, and greenery. Participants also emphasised the importance of large greenspaces with established trees to enhance the liveability of high-density housing.
- *Access to public transport and walkable communities* - safe pedestrian environments, providing cycling facilities and storage options, and offsite transport options such as walking, cycling, car-share, and micro-mobility to achieve this.



- *Well-designed neighbourhoods and buildings* – soundproofing inside buildings to minimise noise transmission, aesthetically pleasing designs, clean, safe, and attractive housing, access to natural light and sunlight, and sufficient storage space for residents.
- *Need to cater to different groups of people when planning for future growth* – a variety of homes need to be provided to cater to extended family living, groups of young people, single people, older people, and small families.
- *Climate change solutions and reducing emissions* when planning for future growth and higher-density living – incorporating more wetlands, encouraging the use of solar power and other renewable energy sources, and promoting energy-efficient design in new buildings.
- *Community spaces that provide a sense of belonging and inclusivity* – spaces that allow people to come together and feel a sense of connection and support social cohesion, which could positively impact the overall well-being of the residents.
- *Privacy* – good landscaping, soundproofing, good design, and technology such as smart blinds or curtains could help maintain privacy while living in high-density housing.
- Waimakariri workshop participants also *expressed concerns about the concept of higher-density housing*. These individuals argued that there is ample land available and questioned the need for higher-density housing. They also suggested that high-density living is not conducive to living well, as it may lead to issues such as reduced privacy and lack of outdoor space and less social cohesion.





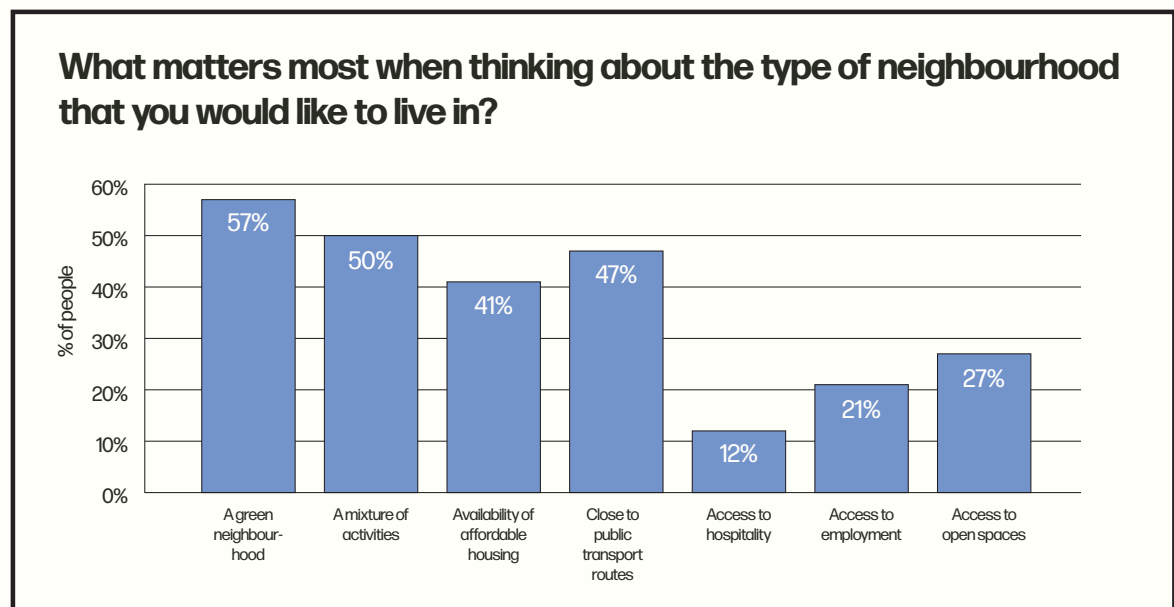
Question 3: What matters most about the type of neighbourhood you would like to live in, and what are you missing from your local area?

Through the online survey people told us:

The top four characteristics people most value in a neighbourhood are greenspaces, a mix of activity, proximity to public transport routes and availability of affordable housing.

What people valued was very consistent across all demographics with the following exceptions:

- Younger people, people who were flatting or living in multi-generational households, people whose primary ethnic identity is Pacifica and people who identify as having a disability were more likely to value affordable housing than other groups in the community.
- People whose primary ethnic identity is Middle Eastern, African or South American are more likely to value being close to public transport while people whose primary ethnic identity is Pacifica are less likely. People whose primary ethnic identity is Asian are less likely to value access to open spaces than other ethnicities.
- People who live in suburbs on the 'turn up and go' route value easy access to open spaces relatively less than people living elsewhere.



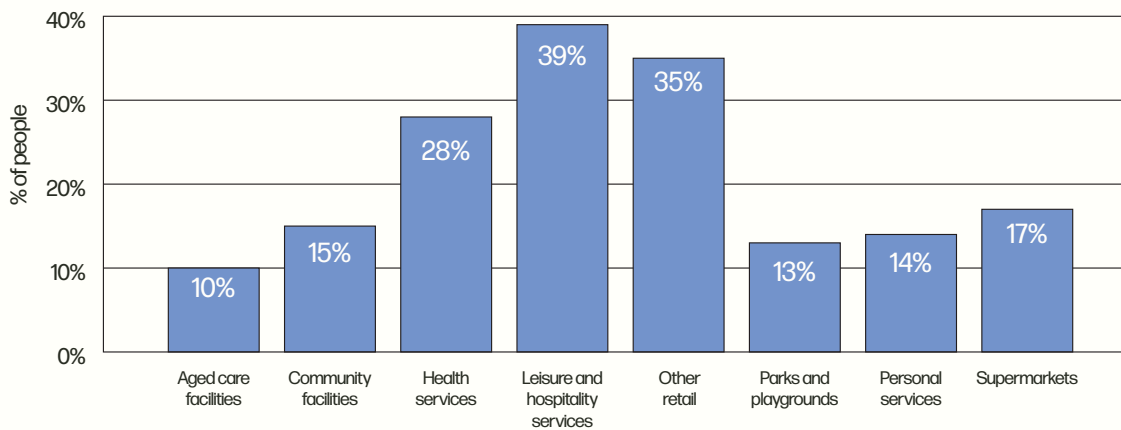
While one-third of people have everything they need, the most common gaps in local amenity were hospitality and entertainment services, other retail and health services.

Where people live has a significant impact on what gaps in services and amenities were identified.

- People in suburbs along the 'turn up and go' route were relatively more likely to say they had everything they needed while people in the Selwyn District were relatively less likely to say they have everything they need than people who live elsewhere.



What services, businesses or facilities are missing in your local area that are important to you?



- People in the Selwyn District were relatively more likely to identify aged care facilities, health services, and other retail than people living elsewhere. People in the Waimakariri District were also relatively more likely to identify health services than people living elsewhere and relatively less likely to identify supermarkets as a gap.
- People in south-west Christchurch were relatively more likely to identify supermarkets as a gap in their local area while people in north-east Christchurch were relatively more likely to identify leisure and hospitality services as a gap than people living elsewhere.

Whether people say they have everything they need in their local area is correlated with age, with people more likely to say they have everything they need increasing with age.

With regard to the gaps identified in local amenities and services, people over 64 years old were more likely to identify aged care facilities and relatively less likely to identify hospitality and entertainment services than people of other ages.

There were no other significant variances in types of local amenities or services identified as gaps by demographics such as how people identify their ethnicity, disability, gender or household type.

Other free text answers:

- “Better technology, such as free wifi around towns like Rolleston and Lincoln.”
- “Availability of a variety of housing types (apartments, townhouses, large family dwellings, regular houses of different sizes AND designs).”
- “Spaces that are accessible for disabled people.”
- “Safety for residents using public transport - good bus shelters, excellent lighting, some NZ Police patrolling of central bus exchange late at night and the availability of safe public transport after 11 pm for young people who often use clubs and bars after that time and want to use public transport to get home.”
- “Public spaces for community sports.”
- “Sustainability/adaptation for climate change.”
- “Shared green spaces.”



Question 4: Where should we focus the most effort to protect and enhance our natural environment as our population grows?

Through the online survey people told us:

More than two-thirds of people identified improving the health of waterways as a top priority for where we should focus our effort to protect and enhance our natural environment.

People in Selwyn prioritised protection of farmland relatively more highly than people living elsewhere. However, improving the health of waterways remained the top priority irrespective of where people lived.

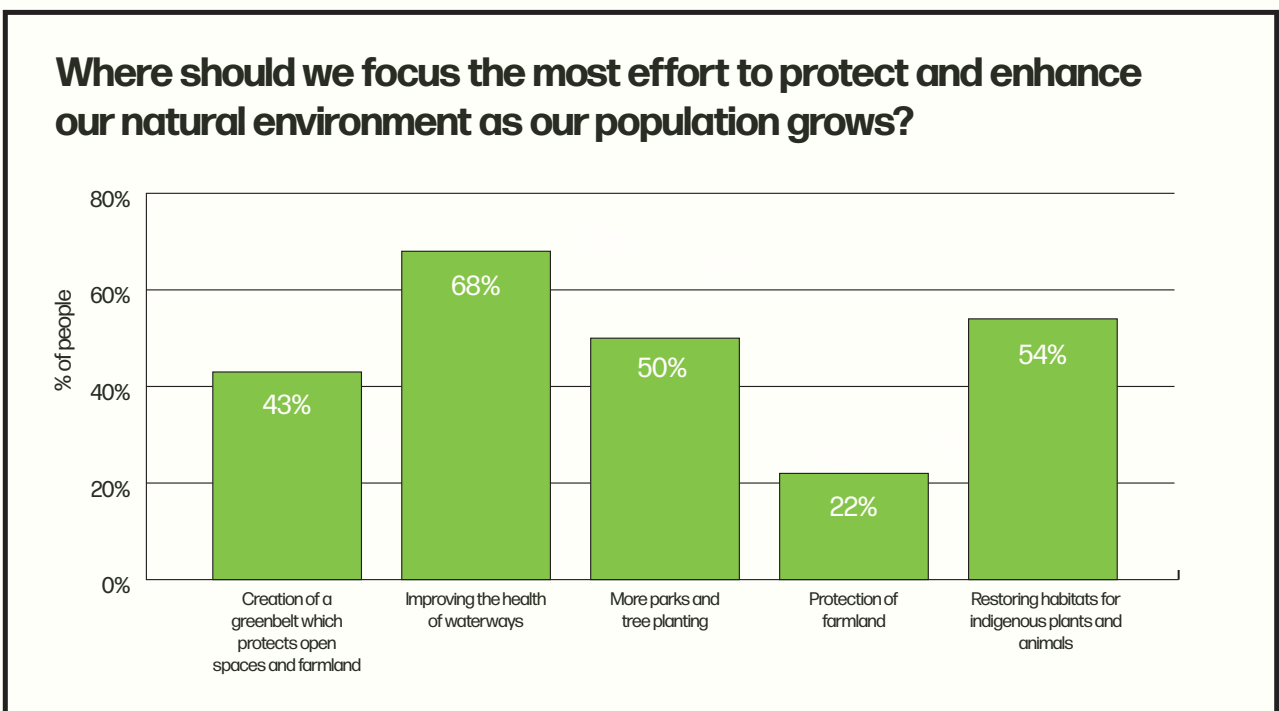
People over 64 years prioritised restoration of habitats for indigenous plants and animals and more parks and tree planting relatively less than other age groups and prioritised protection of farmland more.

There was very little variation in environmental priority by how people identified their age, ethnicity, gender or whether they had a disability, or by their household type.

Other free text answers:

- “Stop the sprawl. Intensify development in towns don’t enlarge them.”

- “Re-establishing wetlands to provide flood mitigation and areas for indigenous plants and animals.”
- “More inner-city greenbelts providing physical and psychological breaks.”
- “Streets and roads are a huge area in the city and could be used to create ecological corridors for native plants and animals, as well as better managing stormwater and providing shade and amenity for people.”
- “Utilising green spaces for community gardens or growing spaces for food i.e. fruit trees in parks, utilizing building rooftops for urban producers or making community space available for shared gardens - this could also incorporate teaching workshops to share knowledge on environmental care and producing food gardens.”
- “Protecting existing wildlife habitat from degradation or disturbance. Examples might be not putting in walking tracks in existing important bird use areas.”





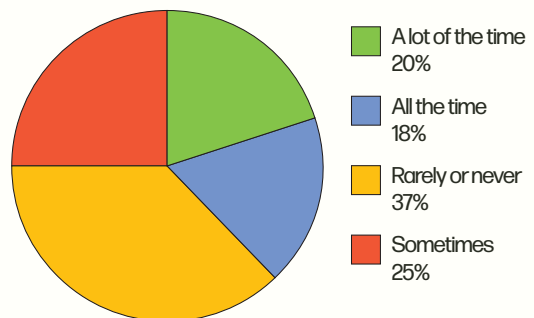
Question 5: How frequently do you use public transport, cycling and walking?

Through the online survey people told us:

38% of people use public and active (cycling and walking) modes of transport most or all of the time while 37% of people rarely or never use these modes of transport.

- Use of public and active modes of transport are highly correlated with age - 61% of people under 25 years use these modes most or all of the time compared with 23% of people over the age of 64 years.
- A higher proportion of people whose primary ethnic identity is Asian (46%) use public and active modes of transport most or all of the time.
- A higher proportion of people who identify as male (40%) use public and active modes most or all of the time compared with people who identify as female (35%).
- A higher proportion of people who identify as having a disability (43%) use public and active modes most or all of the time compared with those who don't identify as having a disability (37%).
- A higher proportion of people living as flatmates (56%) use public and active modes most or all of the time and a lower proportion of parent(s) with children (33%) than for the overall population.
- A higher proportion of people who live in suburbs along the 'turn up and go' route (55%), who live in the north-west (45% and south-east (46%) of Christchurch use public and active modes of transport most or all of the time. In Waimakariri (20%) and Selwyn (19%) a lower proportion of people use public and active modes of transport most or all of the time.

Currently, how often do you use public transport, cycling and walking to get around?





Question 6: What would encourage you to use public transport, cycling and walking more?

Through the online survey people told us:

The most common factors identified to encourage more public and active modes of transport were more direct public transport routes and a more frequent and reliable public transport service.

8% of people said they didn't need encouragement because they already used public and active modes of transport, while 7% said nothing would encourage them to use public and active modes.

Of the remaining 85% of people where encouragement could make a difference, the most commonly identified characteristic related to improved public transport (more direct public transport routes, a more frequent public transport service and a more reliable public transport service).

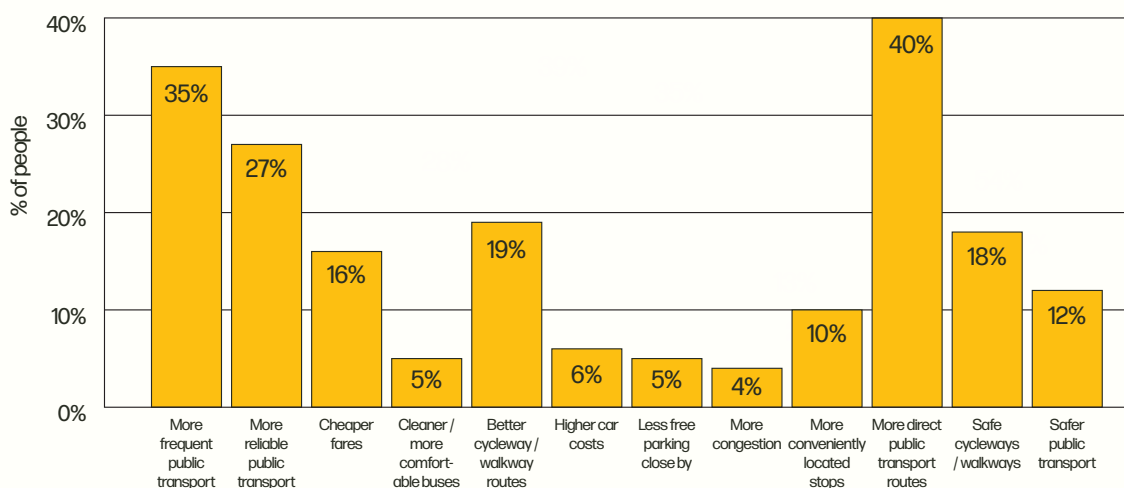
The feedback was very consistent across other demographics with the only minor difference being that people whose primary ethnic identity is Māori are less

interested in more frequent public transport and people whose primary ethnic identity is Pacifica are relatively less interested in more direct public transport routes than the respondents overall.

Other free text answers:

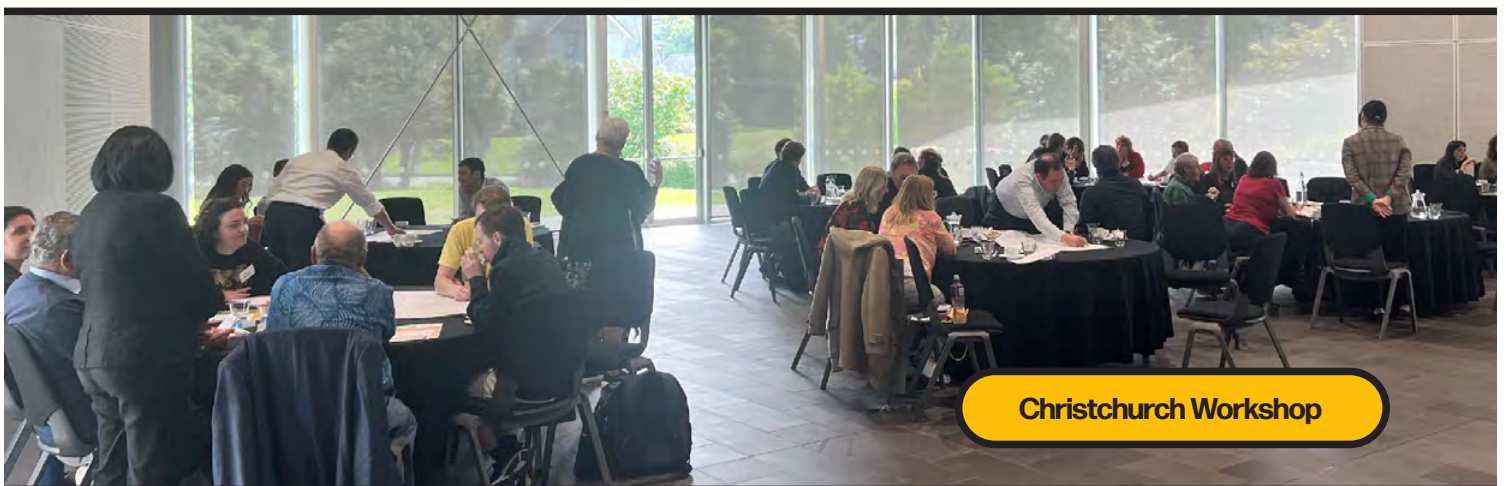
- "The travel time needs to be competitive with the car. Currently, it takes 15 mins to drive from Avonhead to City Centre. The bus takes approximately 30-40 mins. Until the time reduces anyone who values time will not take public transport."
- "Covered seated bus stops so during summer & winter you are protected from the weather. Waiting for the bus on hot or wet days with no cover or seating discourages using public transport."
- "Service at late and early hours especially during the weekend."
- "Bus lanes - especially if they're enforced - and if bus drivers use them."

What is most likely to encourage you to choose public transport, cycling and walking more often?





- “Shorter wait times for cycling at intersections.”
 - “More cycling lanes that are separated from the road by a curb (not just a painted line).”
 - “More secure bike parking/locks for bikes and e-bikes.”
 - “Busses that don’t stop so often (there are way too many bus stops in Christchurch and are located very close together, this makes the bus stop too often and lengthens travel times).”
 - “Cycle ways that take priority over motorized transport. Often it is faster to bike on the road then use a dedicated cycle way as you get right of way at intersections. Currently motorized transport has all the rights.”
 - “Cheap and effective cycleways where grass verges are turned into walking / riding tracks to allow for more active spaces on the sides of roads rather than worthless grass strips. This needs to be nothing more than hard-packed light gravel...”
- Through the workshops, people told us:**
- In Waimakariri and Selwyn districts, participants focused on what would make them use their cars less:
- Having a variety of options that are reliable, frequent, accessible, and affordable – including dedicated cycleways, frequent bus services, electric bikes subsidies, rail systems, car hire services, free parking at park’n rides, and more.
 - Opinions varied when it comes to the idea of reducing car usage – some people believe there should always be a choice of cars as a means of transport and objected to any limitations on their options, others argued that finding alternatives that can provide comparable convenience and freedom of mobility is crucial to reducing car usage.
 - Challenges to getting around without a car included difficulty in transporting bulky items, safety concerns, and the need for support from the Accident Compensation Corporation (ACC) to cover accidents that may occur while using bikes, scooters, or electric bikes.
 - Selwyn workshop participants also highlighted the need for a more diverse range of shops within the town to provide more options for residents to support local businesses and reduce the need to travel to neighbouring towns.
 - Suggestions and concerns raised demonstrate the need for comprehensive and inclusive solutions that take into account the unique needs and challenges of different groups of people when it comes to transportation.





Question 7: Do you agree with the suggested 'turn up and go' route?

Through the online survey people told us:

Overall, 53% of people agree with the suggested 'turn up and go' route with those remaining evenly split between those who don't agree (24%) and those who don't know (23%).

Agreement with the suggested 'turn up and go' route varies significantly by where people live – 72% of those who live in suburbs along the route and 62% of people who live in north-west Christchurch agree with the suggested route while only 38% of people from the Selwyn District and 44% of people from Waimakariri District agreeing. People who live in north-east Christchurch are also less likely to agree with the suggested route - with only 46% of people in agreement.

A higher proportion of people who are under 25 years, are flattng or whose primary ethnic identity is Asian agree with the suggested 'turn up and go' route than overall.

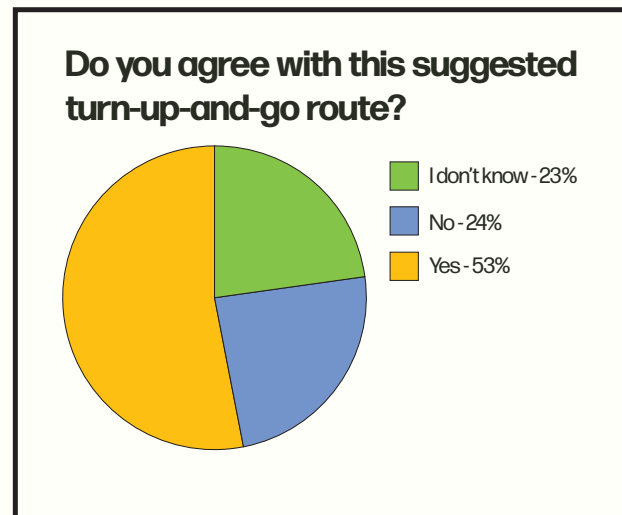
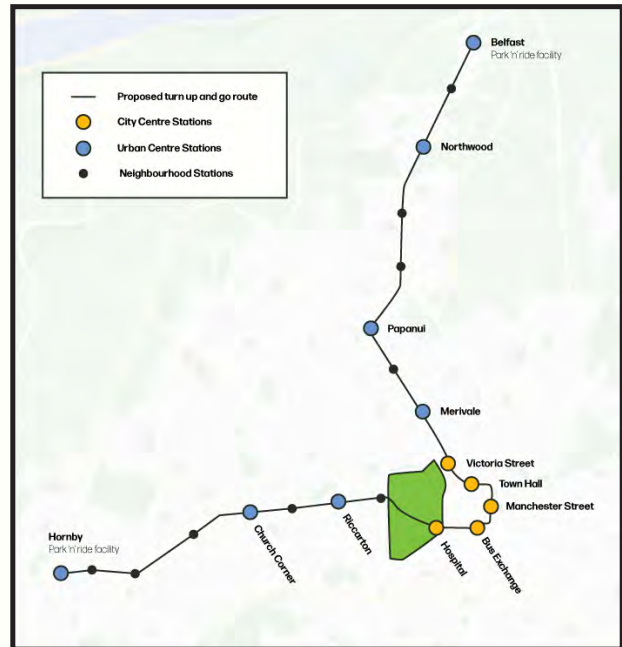
People whose primary ethnic identity is Māori or Pacifica or who identify as having a physical disability, who live alone or in households of parent(s) with children are slightly less supportive of the suggested 'turn up and go' route than overall.

The 24% of people who did not agree with the suggested 'turn up and go' route identified the following alternative areas and centres:

- Rolleston (18%)
- Eastern Christchurch (15%)
- Greater Christchurch generally (15%)
- Rangiora (11%)
- South Christchurch (9%)

This was followed by north and west Christchurch (both at 6%), the airport and central Christchurch (both at 5%), south-east Christchurch, university, North Canterbury and Lyttelton. 3.2% of people wanted heavy rail corridors to be used.

As would be expected, the areas identified were highly correlated with where people lived. People who lived in suburbs along the 'turn up and go' route also identified Rolleston, Rangiora and eastern Christchurch.



These top three areas were consistently identified across all age groups with the exception of south Christchurch which was more commonly identified by people under 35 years old.



Other free text answers:

- “I just think that Russley would be a good area to also stop through. Not just because I live there but also because a lot of students live there and would make really good use of it. Not to mention the families and generally large amount of residential properties.”
- “It needs to extend to Rangiora and Rolleston. These are high growth areas. If there were rapid transport systems from these satellite towns into Christchurch, more people would opt for a MRT, and leave the car at home.”
- “Out to Sumner/New Brighton, because during summer months, the traffic that heads out to Sumner is standstill, and the addition of a reliable turn up and go service would make this much more environmentally friendly, rather than everyone bringing an individual car etc. Thinking not just about where long term housing could spring up, but about where in Christchurch people like to go, (beach/Port Hills etc) and utilising the concept to service this appetite.”

Through the workshops, people told us:

Opportunities of the ‘turn up and go’ route and service:

- Ensuring that the system is well-designed and developed from the outset – need for a holistic approach to planning, which takes into account the needs of all commuters, as well as the wider community.
- Potential to incorporate a rail network into the system – providing seamless connectivity across the wider Christchurch region.
- Potential of a ‘turn up and go’ system to support the development of high-density areas – the system can attract people to live and work in areas that are easily accessible through public transport. This could help reduce urban sprawl and car dependency, while also promoting sustainable and inclusive urban development.
- The ‘turn up and go’ system provides a sustainable and efficient alternative to using cars – helping reduce emissions and easing traffic congestion, noting that the current reliance on cars as the primary mode of transportation is not sustainable.

- Provision of secure parking facilities for both cars and bikes at the beginning and end of the system – to encourage more people to use the system and provide peace of mind, help reduce the number of cars on the road, while also improving the overall experience for commuters.
- Need to improve the overall experience for pedestrians – improvements in the pedestrian amenities at key centres such as Riccarton and Hornby, where commuters could easily transition from the system to their final destination, creating a safe and convenient pedestrian environment.

Challenges with the ‘turn up and go’ route and service:

- Need for bold political leadership and a city that is committed to making future investments in public transportation – investing in a ‘turn up and go’ system would require significant financial and political commitment, and there was concern that petty politics and concern about rate increases could prevent the investment from being seen as feasible. Therefore, the need for strong leadership and commitment from the city’s decision-makers to push through with the suggested system.
- Potential traffic impacts and space constraints – narrow roads may not accommodate buses, cars, bikes, walkers, and trees, and challenges posed by one-way systems could also be a hindrance. Careful planning and design will be needed to ensure the system does not exacerbate traffic congestion and other transport-related problems.
- Suggested route does not include the southern, hills, eastern, and airport areas of Christchurch – suggested incorporating the airport, eastern Christchurch, and Colombo Street south.
- Importance of consulting with Rangiora and Rolleston in the planning process to ensure that those areas are also included in the development of public transportation infrastructure as well as actively engaging with a diverse range of stakeholders, such as disability rights groups, environmental advocates, and community organisations, planners can ensure that the system is designed to be equitable and accessible for everyone.



Question 8: What characteristics are most important to make the 'turn up and go' service attractive to use?

Through the online survey people told us:

Frequency and reliably were the two most commonly identified characteristics that would be important to make the 'turn up and go' service attractive to use.

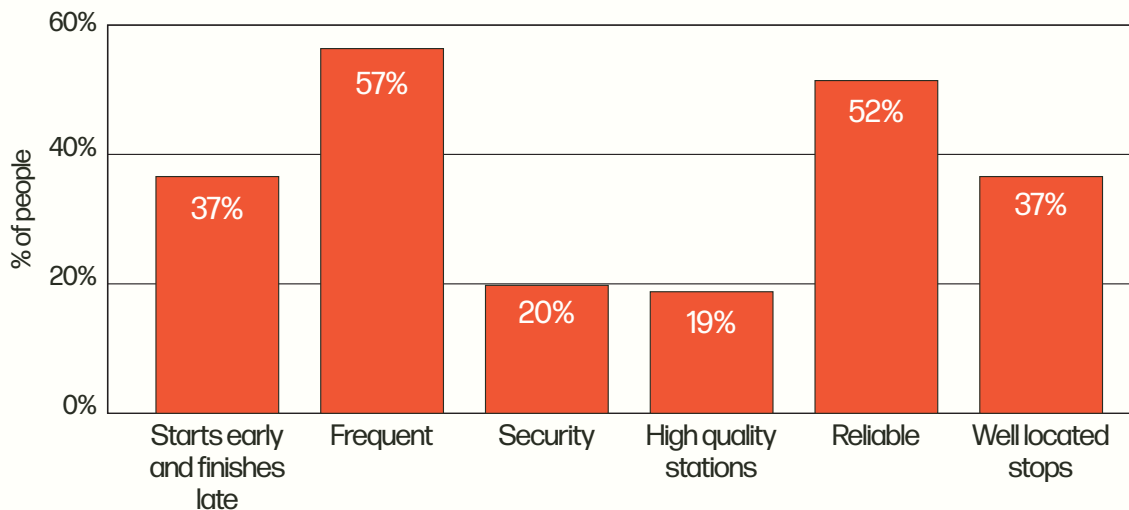
There is very little difference in the relative importance of these characteristics by where people lived or their gender identity, primary ethnic identity, household type or whether they identify as having a disability. There is also very little difference by age except that a relatively lower proportion of people aged over 64 years of age identify 'starts early and finishes late' as important.

Other free text answers:

- "Quicker and separate from private transport - incentivise people by beating traffic."
- "Direct route to Hornby from Belfast. The traffic on John's Road south bound is increasing all the time."

- "Reliability and frequent services would be a given but it also needs to be safe for workers using in the inner city eg nurses and other hospital staff during night shifts."
- "I love this idea, please plan the design for future extensions as well so further down the timeline when we have gone it can be extended."
- "Safe connections to cycleways bike security amenities at main stations bike carrying facilities."
- "Decent connections to other key areas. I live in Shirley so this wouldn't directly benefit unless there was a quick way to get from there to the nearest stop. If bus routes stay the same it will only be of use to people living near the proposed route."
- "Ensuring it is much quicker and affordable compared to cars. It has to be more convenient to be a success."

What would make this suggested turn-up-and-go service attractive to use?





Question 9: Where there may be limited road space along the 'turn and go' route, what road uses are most important?

Through the online survey people told us:

31% of people identified cycle-ways as an important road use where there is limited road space while 25% of people identified car lanes.

21% identified 'outdoor dining, greenspaces and street furniture' while 6% of people identified 'parking with limited pedestrian space'.

Younger people have a significantly higher preference for cycle-ways and pedestrian spaces and lower preference for car lanes while people over 50 years, and particularly those over 64 years are the opposite with a higher preference for car lanes and lower preference for cycleways and pedestrian areas. People over 64 years also have a higher preference for parking than other age groups.

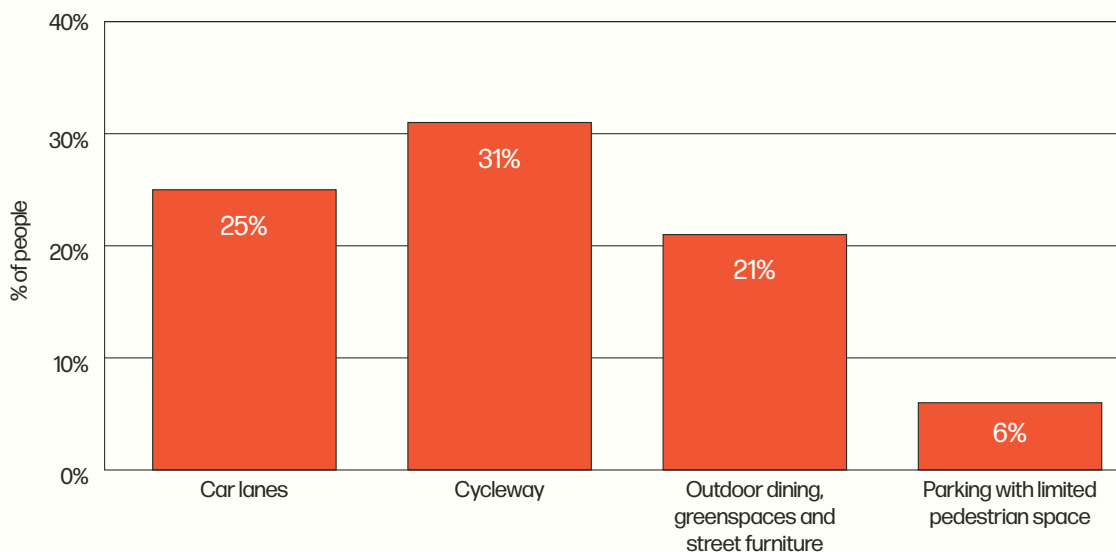
People whose primary ethnic identity is Asian have a higher preference for pedestrian spaces.

People who identify with a disability have a higher preference for pedestrian spaces and a lower preference for cycleways.

People who live alone have a higher preference for car lanes and a lower preference for pedestrian areas while people who are flatting have a higher preference for cycleways and pedestrian spaces. People living in multi-generational families have a lower preference for cycleways.

People who live north-west and north-east of Christchurch have a higher preference for cycleways. People who live in the districts have a significantly higher preference for car lanes and a lower preference for cycleways.

What would make this suggested turn-up-and-go service attractive to use?





Question 10: What would encourage people living in Selwyn and Waimakariri Districts to get to and from the central city using options other than by car?

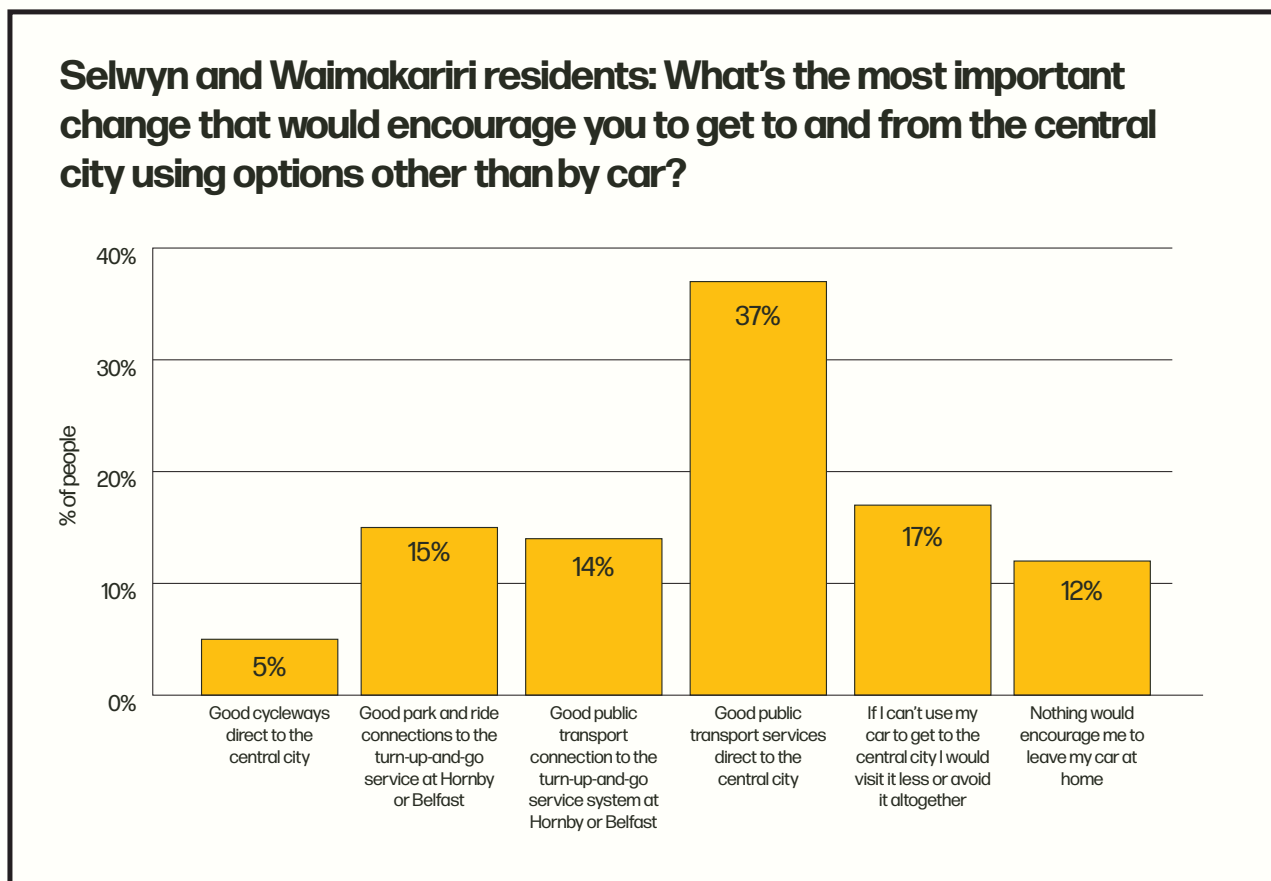
Through the online survey people told us:

Over one-third of people in Selwyn and Waimakariri Districts identified direct public transport to the central city as the best way to encourage people out of cars for travel to and from the central city.

As the number of respondents to this question is relatively small, analysis by demographic group is limited. Generally, there was very little difference by any

demographic characteristics. The only conclusions that could be made of clear differences are:

- Openness to shift away from cars and toward public transport options decreases with age.
- People who identify as female have a preference for direct public transport routes over connecting with the 'turn up and go' service at Belfast or Hornby.





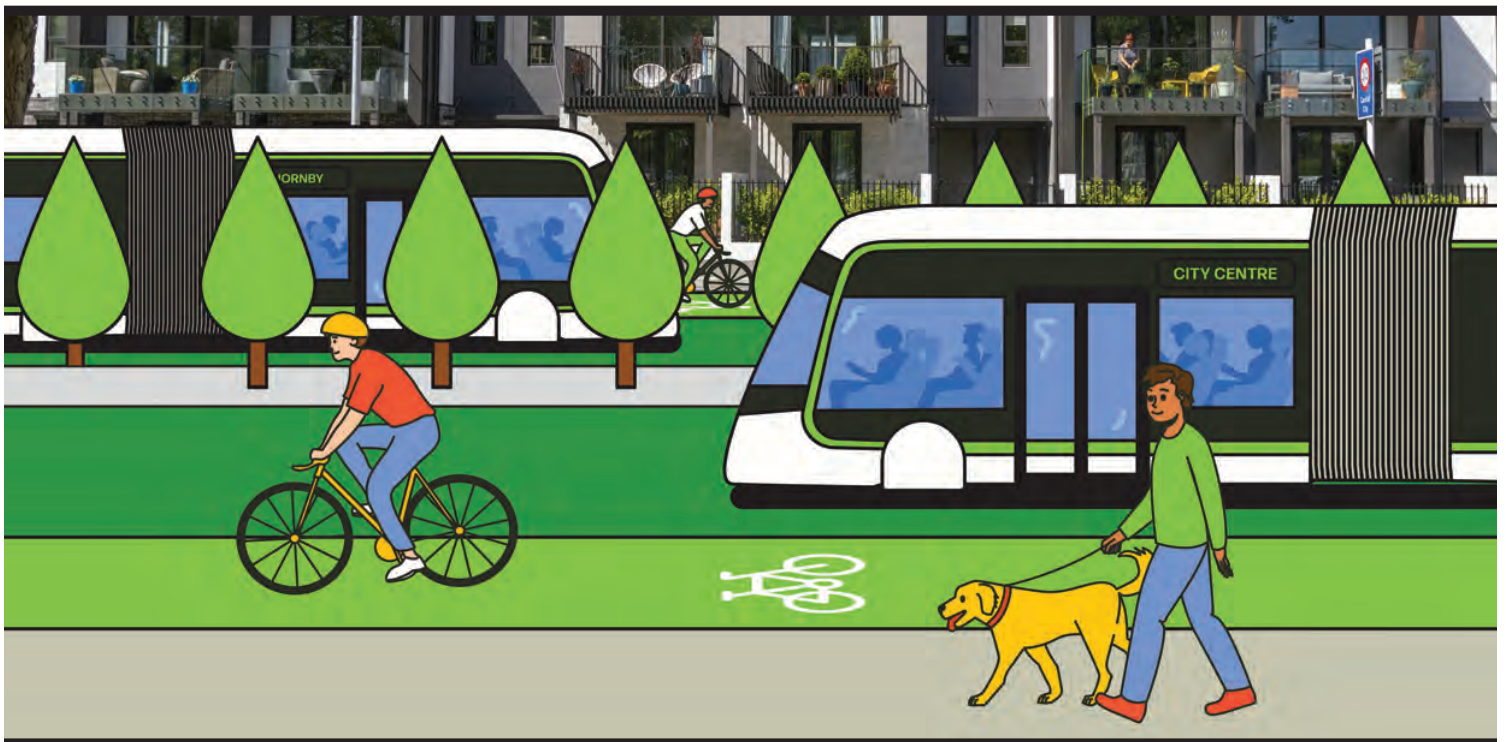
Future Function of Centres (workshop discussion)

Workshop participants were asked how urban centres along the proposed 'turn up and go' route and town centres might change as the population grows and what would be necessary for them to be great places to be and live.

Central City	<p>A 'turn-up-and-go' service in Central City had the potential to reduce emissions and create a more sustainable environment, while also increasing business income and job opportunities.</p> <p>To ensure that Central City is a place where people want to spend their time, efficient and reliable transportation is crucial, and shuttles can be an effective option. Additionally, an information centre can help visitors navigate the city, while exciting events can draw people to the area. Security measures such as adequate lighting and law enforcement can promote a sense of security, and a variety of amenities and attractions that can cater to the diverse interests and needs of visitors.</p>
<hr/>	
Merivale	<p>Participants believed that introducing a 'turn-up-and-go' service in Merivale could lead to a reduction in car reliance and more transportation options, making the suburb more modern and vibrant. However, careful consideration must be given to potential negative reactions, and diverse community needs should be met. Friendly and welcoming people, safe and secure environments, greenspaces, thriving businesses, and good urban design are all essential to attract residents and visitors. The 'turn-up-and-go' service can support these elements and increase accessibility and mobility in the area.</p>
<hr/>	
Riccarton	<p>A 'turn up and go' service could bring about significant changes, including reducing traffic congestion, promoting more walking and cycling, and improving access to the University of Canterbury.</p> <p>To create a desirable environment, there is a need for attractive greenery in public places, better road layouts, sidewalks, and bike lanes, as well as developing more commercial and mixed-use spaces. Additionally, introducing carless days to promote sustainable transportation was suggested.</p>
<hr/>	
Church Corner	<p>The introduction of a 'turn-up-and-go' service in Church Corner was also discussed, with participants noting that it could lead to increased congestion around schools and universities and road layout changes. However, by creating a welcoming and attractive environment, providing basic amenities, diverse shops and markets, safe pedestrian crossings, and maintaining the historic church, Church Corner could become an attractive place to spend time in relation to the new transport system.</p>
<hr/>	
Hornby	<p>A 'turn-up-and-go' service in Hornby provided an opportunity to consolidate retail activities in one area, but there were concerns about increased traffic and parking if people from other areas used Hornby as a park 'n' ride.</p> <p>Hornby could become more people-centric, which could involve improving access for pedestrians, making it easier to transfer from buses to rapid transport, and providing more public and green spaces. Shifting the park'n ride to an additional station west of Hornby was also suggested to reduce traffic and parking and encourage public transport usage.</p>



All towns	Concerns were raised about population growth leading to strain on existing resources, crime rates, and impacting on the environment. Importance of maintaining a sense of community and providing essential services such as healthcare, education, and employment opportunities.
Rolleston	Amenities such as cinemas and live music venues, mixed-use zoning, and preserving large mature trees are necessary to enhance the community's quality of life.
Rangiora	Maintaining the town's rural culture and character, providing practical skill-building opportunities for young people, and improving essential services such as medical facilities, education, and infrastructure.
Kaiapoi	Creating a diverse community with various facilities, good schools, employment opportunities, and embracing diversity through providing places of worship for different religions. The use of "red zones" for recreational bike trails, green spaces, and dog parks.
Pegasus, Woodend, and Ravenswood	Need for a balanced approach to growth that ensures the provision of essential services and facilities while maintaining the natural environment and sense of community. Factors such as adequate medical facilities, upkeep of beaches, bike and pedestrian safety, community facilities, and employment opportunities were highlighted as important.



What young people told us

We've heard from over 1,300 people (via online survey and workshops) who are under 25 years of age.

We ran tailored workshops for high school students at the following secondary schools: Haeta Community Campus, Papanui High School, Hornby High School, Christchurch Girls' High School, Ao Tawhiti, Avonside Girls' High, Christchurch Boys' High, Kaiapoi High School, and with other youth organisations including Ara, the University of Canterbury Students Association, VOYCE Whakarongo Mai (care experienced), Oxygen Youth Group, Puawai (Leadership Lab) Environment Canterbury Youth Rōpū, Pacific Youth Leadership and Transformation Council, Christchurch Youth Council, Waimakariri Youth Council, Selwyn Youth Council and Rerenga Awa- the Canterbury Youth Workers Collective.

A Youth Summit was held on 16 March where 35 young people and representatives of the youth sector heard the feedback from both the youth workshops and the wider public engagement and discussed this further. Students from St Andrews College, Darfield High School and Rolleston College also gave feedback.

A delegation of the Youth Summit presented the findings to the Committee briefing on 17 March.

Activations were held at university O'weeks (University of Canterbury and Lincoln University) - resulting in over 100 surveys completed by students.

The following themes were heard from the youth workshops engagement:

For housing:

Certain areas feel like they are not included in this plan - What business investment is going into the eastern areas like Aranui, New Brighton as well as those areas along Lincoln Road?

There needs to be an affordable, diverse and accessible range of housing options for different groups of people when planning for future growth - high-density housing does not suit indigenous/ big whānau who live in extended/intergenerational homes, whaikaha (disability) elderly, refugee and migrant, homeless and young

people in care who may not have families and need transitional housing.

First-home buyers and youth wanting to flat with friends would be very open to high-density housing - this would need to be affordable and have good design around: sound, space, technology, landscaping and be aesthetically pleasing yet still maintain a sense of privacy and access to green spaces.

Climate change solutions and reducing emissions when planning for future growth and higher density are important - being conscious of rivers and beaches, water quality, flooding, how wetlands can be incorporated, considering renewable energy sources and energy-efficient design in new builds.

For the 'turn up and go' route:

The 'turn up and go' system needs to extend to Kaiapoi and Rolleston- there was strong feedback from young people in the Waimakariri and Selwyn districts, as this would allow greater access and connectivity for young people from these districts commuting into Christchurch city, as well as for people who live in the city to come out to the Greater Christchurch areas.

The whole system needs to be safe - many youth expressed how unsafe the current Bus Exchange is for them, so the 'turn up and go' needs to be safe when they are on the service and transitioning as pedestrians.

The 'turn up and go' needs to be accessible, frequent, free or very cheap and have free wi-fi.

The 'turn up and go' would support the development of high-density areas - youth could see the importance of access to places where people live, work and play could be further developed along this route. This would help reduce car dependency although traffic congestion in the surrounding areas is a grave concern.

Consideration and a clear communications plan needs to be given to those not close to the route - what connectivity support and considerations are there for those who live and work in areas in the East and other rural areas where the 'turn up and go' service does not extend to?



General feedback:

Safety: this can have different meanings for different groups of young people. Some examples of safety were freedom from: experiencing racism, being harassed on buses, being catcalled, social media harm, ram raids, alcohol harm and feeling fearful in public. Safety is also the freedom to: approach adults who are there to protect you, live in healthy cities, thrive and have the ability to dream.

Māoritanga is embraced, diverse, multicultural and welcoming: Māoritanga is embraced, visible, and valued across the city. Mana Whenua have a leadership role in anchor projects.

Every culture feels like they belong here and can see themselves reflected in the city design.

Equity: access to higher education and learning opportunities is important to earn higher income- how do we ensure young people from everywhere in the city have access to such opportunities? The high cost of living crisis is top of mind for young people- they want to buy a home in the future, but don't know if it is possible.

Clean, Green and Sustainable: Green spaces are a must, as is having good quality drinking water. Concerns include the water quality of the Avon River and dealing with rubbish and waste effectively.



PART 2:

Hearing from our urban development partners

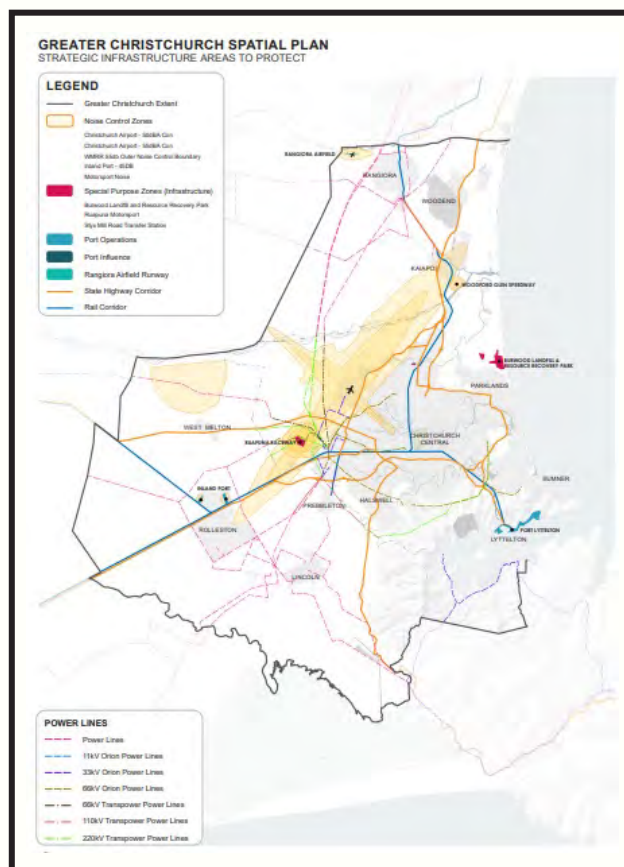


We held meetings with three types of 'urban development partners' which have a significant influence on the urban form of Greater Christchurch through their own decisions and investment:

1. Infrastructure providers
2. Developers and retirement villages
3. Businesses and tertiary institutions

The purpose of this engagement was to:

- Test the work to date to inform the development of the draft Greater Christchurch Spatial Plan and proposed 'turn up and go' route investigations.
- Identify how their strategies and plans intersect with the Spatial Plan and suggested 'turn up and go' route.





Infrastructure providers

Key themes from infrastructure providers

The importance of Greater Christchurch's logistics function:

- Protecting freight routes (rail and road) and regional connectivity
- Growth in inland ports to facilitate freight movement - need to provide for these

The impact of changing technology (including green energy, local energy solutions, digital technology, sensors, IoT) on the provision of network infrastructure (energy, telecommunications).

Growing and changing demand for energy:

- Greater demand for energy (transport, industrial, household).
- Intensification can shift the pattern of demand.
- Mixed-use development smooths energy demand.
- Potential for local renewable energy generation

Telecommunications:

- The continual challenge is finding locations to increase the density of the telecommunication networks to meet the demand generated by growth and development.
- Redevelopment and new growth areas across Greater Christchurch need to integrate network infrastructure including telecommunications with land use and the needs of communities.
- Spatial plans for sub-areas of Christchurch and new development proposals should be required to assess whether telecommunication infrastructure will meet future needs, especially in areas with no or limited connectivity capacity.

Tertiaries & Business

- Businesses need certainty and confidence about the future of Greater Christchurch and the plans and future investment by government.
- It is important to understand which businesses are affected by the transition and how to support them.
- Tertiaries will continue to provide face-to-face education alongside growing online education provision. Students and staff are not necessarily on site all the time.
- Public transport needs to work with flexible student schedules - currently it does not.
- Support high-density housing close to campus. However, many students study in Greater Christchurch for the wider regional lifestyle - they'll still want cars to access the outdoors.
- Campuses are reducing carbon / improving sustainability - esp. heating.

Importance of ongoing dialogue and working together to ensure ongoing alignment and integration. Follow-up meetings and workshops are being held with individual infrastructure providers and sectors (e.g. telecommunications).



Developers and retirement homes operators / developers

The purpose of engaging with developers and retirement home providers was to test the work to date and inform the development of the draft Greater Christchurch Spatial Plan and the suggested 'turn up and go' investigations, and to identify 'significant future development opportunities' as required by the National Policy Statement - Urban Development (NPS-UD). This engagement meets the requirements set out for a Future Development Strategy under the NPS-UD.

An email was sent to a long list of developers and retirement home providers inviting them to meet during the engagement period. It was noted that there is a further opportunity for feedback during the formal consultation on the draft Spatial Plan.

The engagement was structured around four questions:

1. What significant future development opportunities and infrastructure requirements that they see?
2. How are they seeing the market change in terms of the type of developments being delivered? What are the key drivers of this?
3. There is a focus on more targeted intensification. What are their thoughts on delivering more compact/intensified developments in the long term? This could be framed as increased densities in 'greenfield' areas and intensification around public transport/Centres.
4. What would be the key factors/barriers to supporting this change? How can local and central government authorities encourage/support this?

Developers, landowners and other interested stakeholders were also invited to complete an online survey in late June/early July 2021. They responded to questions about their views on the demand and supply of land for residential and business development within the Greater Christchurch area, supply issues or barriers to development, and development intentions and possible timing for these. The feedback received has been used to inform the Greater Christchurch Spatial Plan. To supplement the online survey, and to provide further input to the spatial plan, face-to-face interviews were undertaken with a small number of

developers. These delved further into understanding interviewees' experiences, aspirations and issues with land development matters.

The above has been supplemented by an understanding of the development opportunities and infrastructure requirements from other processes including -

- Feedback received on draft Intensification Planning Instruments prepared by Christchurch City, Selwyn and Waimakariri Districts and submissions on the notified plan change/ variations to implement Medium Density Residential Standards and the National Policy Statement on Urban Development;
- With consultation occurring either prior to or at the same time on Intensification Planning Instruments, there may have been some developers who did not contribute or participate on Huihui Mai.
- An understanding of rezoning requests through current district plan reviews and private plan change requests.
- Discussions with developers on the rezoning of land at a pre-lodgement stage;
- Ongoing communication with developers through consenting processes; and
- The planning of infrastructure by Councils, including the review of their plans to identify where upgrades are required in the future.

The key themes from developers and retirement home operators / developers

Development around public transport and MRT (turn up and go) corridors

General support for improved public transport and the 'turn up and go' route.

No clear indication on whether the suggested future 'turn up and go' route would provide sufficient certainty to encourage additional investment.

Spatial Plan looks to be driven by transport and not land use.



Housing development / greenfield

Concern if the Spatial Plan was used to limit density. Greenfield needs to be a housing choice, particularly in the districts.

New typologies and higher densities in towns will be feasible in the medium-long term, but may not be in the short-medium term.

The potential to undertake development at scale through greenfield allows for greater outcomes and flexibility than brownfield. Comprehensive redevelopment of industrial brownfield is much more attractive as it offers the scale of greenfield.

General support for spatial plans to indicate the direction of further greenfield expansion.

A larger number of developers are needed so that there is sufficient competition that can drive affordability.

Barriers and incentives to develop

Barriers to growth include development contributions, complex consenting, uncertainty, interpretation of groundwater and additional costs on development to meet amenity requirements e.g. tree canopy.

General agreement that the rezoning and consenting process is too slow, cumbersome, and drawn-out.

Due to NPS-UD Medium Density Residential Standards (MDRS), new tools and levers will be needed to incentivise brownfield redevelopment, infill, and intensification in appropriate locations.

Current regulations and requirements (e.g., net density definition) limit the ability of developers to provide positive outcomes that they would otherwise provide for.

General ambivalence to the green belt or disagreement on what the greenbelt should represent.

Importance of forward-thinking infrastructure to provide certainty for developers.

Opinions varied on the value of Special Housing Areas and Covid-19 Fast-Track Consenting.

Urban environments

Neighbourhood centres are important for local convenience. These should be part of greenfield developments.

The current move to smaller sections and street widths is becoming problematic for residents as they are still car-dependent because public transport isn't provided. People are parking on the road verges but only one car can get by.

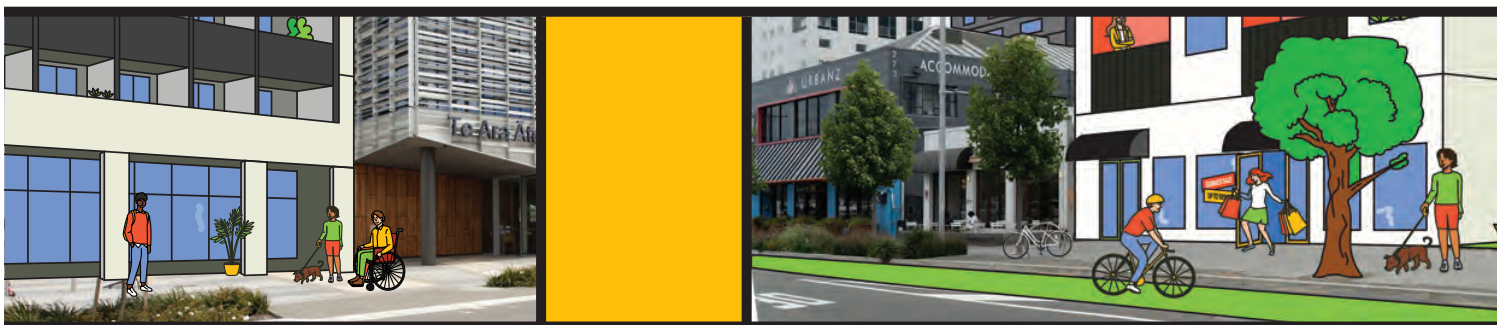
Retirement and Lifestyle Village Developers/ Operators

The land requirement for a retirement or lifestyle village to be feasible is between 8-11 hectares. A non-greenfield growth agenda directly conflicts with this development model (especially for retirement villages). General concern about the implications of the National Policy Statement - Highly Productive Land.

There is a growing demand for this type of development which represents housing choice and a general trend observed of wanting to live closer to family since 2019. An aging population will increase demand.

Proximity to public transport is desirable for retirement villages as residents rely on more health services. The amenities of the surrounding area are highly important, as is connectivity.

Villages with hospital-level care are less concerned about co-locating to a hospital and/or other medical services.





Central government agencies and local authorities

Central government

As part of Huihui Mai relevant central government agencies were invited to engage and provide feedback on the future of Greater Christchurch. The approach varied by agency and included written briefings and meetings.

Overall, central government agencies were comfortable that the direction of the draft Spatial Plan and proposed 'turn up and go' mass transit service aligned with government priorities and investment in the region.

The Ministry of Housing and Urban Development, Kāinga Ora, Waka Kotahi and Department of Internal Affairs have been actively engaged in the preparation of the spatial plan through the Urban Growth Partnership and support the proposals.

Waitaha Public Service Commission group¹ was sent information with an offer of individual meetings. A short presentation was originally scheduled for the February meeting of the Waitaha group but was postponed due to the involvement of agencies with recovery after Cyclone Gabrielle. As a result of this engagement meetings were organised with the Ministry of Social Development, the

Ministry of Education and the Ministry for Pacific Peoples.

The Ministry of Social Development was interested the future of eastern Christchurch and will engage further on this during the implementation phase.

The Ministry of Education would like to better understand the implications of the proposals on their networks and assets. This will be addressed through more active engagement in the implementation phase, with a focus on the priority areas.

Other agencies who received engagement material include: Department of Cabinet and the Prime Minister, Infrastructure Commission, KiwiRail, Ministry of Business, Innovation and Employment, Ministry of the Environment, Ministry of Transport, The Earthquake Commission, The Treasury, Ōtākaro Ltd.

Engagement with relevant central government agencies will continue through the implementation of the spatial plan.

Local government

We also engaged with our neighbouring local authorities at the Canterbury Mayoral Forum meeting on 24 May 2023.

Other groups

As part of the Huihui Mai consultation we also engaged with Christchurch City Council Multi-Cultural Advisory Group, One Voice - Te Reo Kotahi, Waimakariri Age Friendly Advisory Group and The Tuesday Club.

¹ Members of the Waitaha Public Service Commission who received the briefing: Ara Poutama Aotearoa - Department of Corrections, Canterbury District Health Board Ministry of Business, Innovation and Employment, Ministry for Ethnic Communities, Ministry of Justice, Ministry for Pacific Peoples, Ministry of Social Development, NZ Police, Oranga Tamariki, Te Puni Kōkiri

PART 3:

How this feedback has informed our spatial plan and MRT indicative business case



Key Themes from the Engagement	How this is considered in the draft Spatial Plan / Transport Plan / Mass Rapid Transit Indicative Business Case
1. The vast majority of people agree with the direction to focus growth around key urban and town centres and along public transport routes.	Consistent with the direction of the draft Spatial Plan.
2. 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.
3. 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.
4. Over half of people agree with the proposed 'turn up and go' route. Where they don't agree, it's mainly about wanting enhanced public transport / extension of the route where they live	This feedback will feed into the Indicative Business Case for MRT, and if approved, the development of the Detailed Business Case.
5. To use their cars less, people want more frequent, more reliable and more direct public transport.	Ensure public transport improvements are made across Greater Christchurch particularly with regard to frequency, reliability and direct routes. Consistent with the planned investment through PT Futures Investment Programme, and will inform the development of the Greater Christchurch Transport Plan.
6. Partnership and communication between urban development partners needs to improve to achieve better outcomes.	Included as a proposed action within the draft Spatial Plan joint work programme is to establish better models for partnering / communicating with urban development partners.
7. We need to protect Greater Christchurch's role as a national and regional logistics hub.	Explicitly addressed in the draft Spatial Plan and will be an important component of the Greater Christchurch Transport Plan.
8. There are some barriers and challenges to shift the balance of commercial residential development from greenfield to higher-density housing.	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.



References

[Community engagement material](#)
[High-level engagement summary](#)
[Webinar recording](#)
[Webinar- questions and answers](#)
[Youth engagement summary](#)
[Youth summit summary](#)
[Community workshops summary](#)





Appendix 1 – Online survey questions

1. Do you agree that we should focus future growth around key urban and town centres and along public transport routes in the future?

Agree / Don't Agree / Don't Know

- a. If you don't think this is the best place to focus future growth, where do you think we should focus growth?

In new sub-divisions on rural land adjacent to existing towns and suburbs *In new towns in rural areas*

In other suburban areas of Christchurch

In other towns

- b. List your reasons

2. What matters most when thinking about the type of neighbourhood that you would like to live in?

A green neighbourhood (green spaces, trees)

A mixture of activities (shops, services, cafes)

Availability of affordable housing

Easy access to open spaces – beach, hills, rivers

Easy access to employment

Easy access to bars, restaurants, entertainment

Close to public transport routes

Other

- a. If other, please list

3. Based on where you live, what services, businesses, or facilities are missing in your local area that are important to you?

Aged care facilities

Community facilities – halls, libraries, schools

Health services e.g. GPs, dentists, physios

Leisure and hospitality services – bars, restaurants, movie theatres

Other retail – clothing, hardware etc

Parks and playgrounds

Personal services – hairdressers, gyms

Supermarket

None – I have everything I need

Other

- a. If other, please list

4. Would you consider living in high density housing (such as a townhouse or apartments) in the future?

Yes / No / Maybe

- a. maybe, what would encourage you to live in high density housing? e.g if it was affordable, well designed, conveniently located.

5. Where should we focus the most effort to protect and enhance our natural environment as our population grows?

Creation of a greenbelt which protects open spaces and farmland

Improving the health of waterways

More parks and tree planting

Protection of farmland

Restoring habitats for indigenous plants and animals

Other

- a. If other, please list

6. Currently, how often do you use public and/or active (cycling, walking) transport to get around?

A lot of the time

All the time

Rarely or never

Sometimes



7. What is most likely to encourage you to choose public and active (cycling, walking) transport more often?

- | | |
|--|---|
| A more frequent public transport service | A more reliable public transport service |
| Cheaper fares | Cleaner and more comfortable buses |
| Higher car costs - fuel and parking | Cycle-ways and walkways that take me where I want to go |
| Less / no free parking close by | More congestion meaning trips take longer in your car |
| More conveniently located stops | More direct public transport routes and connections |
| Safer cycle-ways and walkways | Safer public transport - on bus and at stops |
| Other | Nothing would make me use public and active transport |
- I don't need encouragement, I always use public and active transport to get around
- a. If other, please list

8. Do you agree with this suggested turn up and go route?

- Agree / Don't Agree / Don't Know
- a. If you don't agree, where do you think the route should go?

9. What would make this suggested a turn up and go service attractive to use?

- | | |
|---|--|
| A service that starts early and finishes late | Frequent |
| Good station and on-vehicle security | High quality stations - shelter, amenities |
| Reliable | Other |
- Well located stops that provide access to work, retail, leisure and health services
- a. If other, please list

10. In prioritising a turn up and go public transport service, it will be necessary at key centres - for instance at Papanui, Merivale and Riccarton - to think about how we allocate space within the street for different users. In addition to a dedicated lane for the turn up and go transport service and a footpath, which of the following options is most important to you?

- | | |
|-----------|--|
| Car lanes | Outdoor dining, greenspaces and street furniture |
| Cycleway | Parking with limited pedestrian space |

11. What's the most important change that would encourage you to get to and from the central city using options other than by car?

- Good cycleways direct to the central city
- Good park and ride connections to the turn up and go service at Hornby or Belfast
- Good public transport connection to the turn up and go service system at Hornby or Belfast
- Good public transport services direct to the central city
- If I can't use my car to get to the central city I would visit it less or avoid it altogether
- Nothing would encourage me to leave my car at home



Appendix 2 – List of feedback received via email and post

“While greenfield development seems like the simplest option to accommodate more people we must not overlook the downsides which are:

- the loss of prime agricultural land which ultimately distances the population from easy access to fresh fruits and vegetables while at the same time increasing food transportation costs.
- The constraint of or even the loss of waterways as in my neighbourhood, a small stream has been totally buried. This of course further eliminates wildlife from the urban environment.
- This urban spread makes greater numbers of people reliant on possessing their own automobiles and all the associated costs.

This American model has proved itself to be a failure and we should perhaps be looking to Singapore, And since we have lost so much prime agricultural land close to the city we should be looking to create vertical farms and a greener cityscape.”

“The tram rail system works well in Tours, France. It’s cheap, quiet, reliable and people use it.

People in outlying areas need cars, large 4x4 vehicles should be banned from city centres.

Electric cars are a non-starter, they take up space and the power supply is insufficient to service them.

I like the cycle ways, but feel they could be less generous in width, speaking as a cyclist.

The idea of allowing 6 storey housing is utter madness, have you forgotten Christchurch is on an earthquake fault.”

“I guess consideration has been given for a monorail that can straddle some roads, and run beside the railway network to hook up at various stations in strategic places. As time moves forward, an electro-levitation type of transportation could be introduced as a means of quiet, fast and reliable system, which can be added to from outlying suburbs, like Rangiora, Rolleston, Lyttleton and beach suburbs.”

“As a very interested of the population growth. You have given dates for workshops. I was totally unaware but looking at the Dates they have been. Straight away I smell a rat. Why was this not published in a timely manner?. Or could it be you had a preconceived idea on what you want and not really interested in other possible opinions. We have developed a culture if we speak it’s hate speak. Or is racists. We are rather feed up with trying to keep us stifled.”

“Just want to add that stopping at Hornby and Belfast, if they have gone that far they might as well go the rest in their car.”

“We have seen the impact that transport has in Auckland.

The best cities internationally have this nailed so people can park their cars and hop on rail.

I believe urban sprawl can be different in Christchurch if we start investing in an infrastructure now that goes to Rolleston and has the potential to extend beyond and to Kaiapo and has the ability to go beyond.

I do believe we are at a place where this could be obtained more easily than the mess we see in Auckland but we need to work fast.”



"If you check NZTA's survey data from before the earthquakes you will find the flow of traffic across the Waimak bridge each day went in six different directions with less than 20 per cent going to the central city

And it is probably even less now.

No train or bus service can take everybody everywhere they want to go as they all want to reach different places.

Public transport systems are practical in places like London, Japan, Hong Kong, and New York but we would need another 40 million people for them to work here."

Hello,

As another option may I suggest investigating a Tram-train style of PT for the Greater Chch area patterned after the 'Karlsruhe Model' in Germany, whereby tram / light rail vehicles run on existing heavy rail corridors and then switch on to street running rails closer into the city.

YouTube has a short clip of a basic operation: <https://youtu.be/UhRnkEtzC-k>

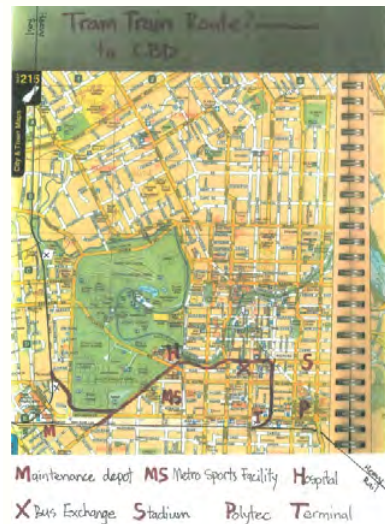
In Chch's situation an integrated approach is critical as not one method of PT will cover efficiently all that is desired for a total workable solution, however this TT option aligns more closely with what is trying to be achieved with 'Turn up and go' than the two other options investigated.

All these other options do not 'stack up' primarily because they target travel to and from the wider district into the city as opposed to travel within the city and should be recognised as two separate scenarios.

A heavy investment in equipment and infrastructure is being suggested for this project alone, but I believe a scaled back and more modest plan to reach the original goal can be still be achieved within a smaller budget.

As identified supporting and encouraging the region's future growth, a better PT system is needed to get to and from many locations. An overlapping Tram-train operation offers yet more choice and flexibility to a wider amount of patrons esp. having the advantage of bypassing congestion at peak times.

See map for a possible TT route into the CBD, skirting South Hagley Park and the Avon River enroute



"I listened to your presentation at lunchtime today. I intend to respond formally but the presentation raised some questions which I'd appreciate a response from you in the interim please:

- the material publicly available to date does not address how the current system of public transport will be accommodated/integrated with the proposed MRT. The phased introduction means that Phase 1 (in particular) will be on already heavily used PT corridors, in many instances replicating most or all of the proposed MRT route from suburban hubs to the centre city interchange. Much of the patronage that is carried on these corridors does not begin or end in the corridor however - it is collected from other parts of the city and funnelled into these corridors because they have on them, or are easily linked to, the places people want to visit (and vice versa). Therefore how do you see existing services being integrated with the proposed separate high frequency MRT service that stays just within the corridors?
- I understand the 'city shaping' desire of the proposal. To some extent that city shaping is already occurring with significant housing infill around Riccarton and within the vicinity of the Riccarton Rd corridor, and perhaps to a lesser extent in parts of Merivale to the city along the Papanui Rd/Victoria corridor. What evidence do you have to date that this densification is resulting in a greater propensity for people in these areas to use public transport? Obviously there are all kinds of barriers one could cite (including Covid in the last couple of years), but many of these barriers have been cited for years (if not decades) but seemingly not much has changed in terms of outcomes....patronage trends over the last few years (and prior to Covid) are not encouraging I think?
- What are the patronage expectations of the MRT in Phase1 and Phase 2? (and what is the analytical basis for these estimates?)"



“My feedback is to consider low-cost incremental experiments, rather than gambling billions on a risky moonshot.

Light rail is vastly expensive and completely inflexible.

Turn-up-and-go busses are flexible for route, and enable a gradual transition to upgrade today's public transport, with incremental investment corresponding to usage.

I lead an innovation team, and have learned the hard way about moonshot projects. Far better to run low-cost experiments, learn quickly (fail fast), change direction as needed to optimise outcomes.”

“Written submission – key points:

- People like to use cars
 - Create more carparks around perimeter of city
 - No more bike lanes; pedestrian bridges to nowhere
 - No more electric vehicles purchased by Christchurch City Council
 - Don't increase rates to fund these activities / infrastructure. Put a cap on rates rises and stop wasting money. Christchurch City Council should stick to core functions. People on limited incomes can't afford rates.
 - Don't encourage more growth
 - Don't accept that rail line can't be used for commuters
 - Christchurch City Council should focus on making us resilient to climate change not reduce climate emissions as we won't make a global impact
 - Run tram around outside of Hagley park”
-

The Waimakariri Age-friendly Advisory Group received a verbal report from a member about a briefing meeting she attended on Tuesday 14 March on the work your group is undertaking as part of Greater Christchurch 2050.

The Age-friendly Advisory group was concerned that the report they received suggested that 'best practice' principles for Age-friendliness were not evident in either the presentation or the visual depictions that accompanied the presentation.

The Waimakariri Age-friendly Advisory Group understands that ongoing consultation is seeking feedback on a number of questions relating to future planning.

Our Age-friendly Advisory Group would welcome the opportunity to participate – perhaps you could attend one of our monthly meetings.

In the meantime we respectfully forward a check list developed by the World Health Organisation which outlines how plans and initiatives can meet 'best practice' for creating an age-friendly community.

We are forwarding this checklist as our initial feedback on the process and questions you are seeking engagement on. Our committee member who participated last Tuesday was concerned about proposals and visual depictions that minimise parking adjacent to businesses and services and potentially creating a barrier for elderly or physically disabled people.

Our local Age-friendly group would appreciate your commitment to this WHO checklist as you develop and refine your ideas.

Greater Christchurch Spatial Plan Hearings Panel Terms of Reference

Reporting to	Whakawhanake Kāinga Komiti
Membership	<ul style="list-style-type: none"> • An Independent Chair of the Hearings Panel • One representative from Environment Canterbury • One representative from Christchurch City Council • One representative from Selwyn District Council • One representative from Waimakariri District Council • One representative on behalf of Mana whenua • One Central Government representative <p>The panel will have no provision for alternates</p>
Quorum	A quorum shall consist of at least five Panel members including the Independent Chair.
Objective	To consider and make recommendations on the submissions received to the Draft Greater Christchurch Spatial Plan

Context

In 2022, an Urban Growth Partnership for Greater Christchurch was established – the Whakawhanake Kāinga Komiti. This partnership of central government, local government and mana whenua which is focused on advancing shared objectives related to affordable housing, emissions reduction, and creating liveable and resilient urban areas.

The first priority of the partnership is the development of the Greater Christchurch Spatial Plan. The purpose of the Greater Christchurch Spatial Plan 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 our urban form is future-proofed in the context of population growth and climate change.
- Deliver on the first priority of the Urban Growth Partnership for Greater Christchurch to develop a Spatial Plan to improve the coordination and alignment between central government, local government and mana whenua.
- Satisfy the requirements of the National Policy Statement on Urban Development for the Greater Christchurch Councils to jointly prepare a Future Development Strategy.

Scope of Activity

1. To consider all submissions received in respect of the Draft Greater Christchurch Spatial Plan, including oral and/or online presentations from submitters wishing to be heard
2. To receive an officers' report (being the collective advice from the partner staff) in response to the matters raised through submissions.
3. Following the consideration of submissions, hearing from submitters, and receiving of an officers' report the Panel will hold deliberations and make recommendations, in a written report, to the Whakawhanake Kāinga Komiti on responses to submissions and changes to the Draft Greater Christchurch Spatial Plan as a result of the public consultation process.
4. The Independent Chair shall run the hearings, managing submitter presentation time, questions from the Panel and any procedural matters or communications.

Power to Act

1. Adopt and provide to submitters, appropriate procedures for hearing submissions and undertaking deliberations, including but not limited to determining appropriate:
 - a. Locations for the Panel to hear from submitters
 - b. Timings allocated to submitters wishing to be heard
 - c. Any grouping of submissions to assist consideration by the Panel.
2. To conduct meetings for the purpose of hearing and considering submissions made on the Draft Greater Christchurch Spatial Plan.
3. Following the consideration of submissions, hearing from submitters, and receiving of an officers' report, the Panel will hold deliberations and make recommendations to the Greater Christchurch Partnership Committee in a written report on responses to submissions and changes to the Draft Greater Christchurch Spatial Plan as a result of the public consultation process.
4. The panel may seek legal advice from the Partnership's legal counsel as necessary to assist deliberations and enable it to make recommendations.
5. In the event that considerations on any particular submission or issues are not unanimous then the majority view of the panel shall be reflected as the Panel's recommendation. However, the dissenting view shall also be outlined in the recommendation report.

Power to Recommend

1. To make recommendations to the Whakawhanake Kāinga Komiti on responses to submissions and changes to the Draft Greater Christchurch Spatial Plan as a result of the public consultation process.

Discharge

1. The Greater Christchurch Spatial Plan Hearings Panel will be discharged at the point the final Greater Christchurch Spatial Plan is adopted by the Whakawhanake Kāinga Komiti Partners.

Hearing Panel administrative support

The Panel will be provided administrative and logistical support as appropriate in order to fulfil its function and terms of reference. Where this is not able to be provided by partner staff, external temporary resourcing will be provided.

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION****FILE NO and TRIM NO:** GOV-01-11 / 230504063758**REPORT TO:** COUNCIL**DATE OF MEETING:** 16 May 2023**AUTHOR(S):** Thea Kunkel, Governance Team Leader**SUBJECT:** Amendments to Standing Orders for Council, Committees, Sub-Committees, Joint Committees and Hearing Panels.**ENDORSED BY:**(for Reports to Council,
Committees or Boards)_____
General Manager_____
Acting Chief Executive**1 SUMMARY**

1.1 The purpose of this report is to request the Council adopt updated Standing Orders for Council, Committees, Sub-Committees, Joint Committees and Hearing Panels. This follows a workshop discussion with the Council on 9 May 2023.

Attachments:

- i. Proposed Updated Waimakariri District Council's Standing Orders for Council, Committees, Sub-Committees, Joint Committees and Hearing Panels – May 2023 (Trim 230510066902).

2 RECOMMENDATION**THAT** the Council:

- (a) **Receives** report No. 230504063758.
- (b) **Adopts** the updated Waimakariri District Council, Committees and Sub-Committees, Joint Committees and Hearing Panels Standing Orders May 2023 (230510066902), effective from 17 May 2023.
- (c) **Notes** that the Mahi Tahi Joint Development Committee, which is a Joint Committee between the Waimakariri District Council and the Te Ngāi Tūāhuriri Rūnanga is also subject to the Standing Orders. A copy of this report and adopted Standing Orders will be advised to our Te Ngāi Tūāhuriri membership.
- (d) **Recommends** to all four Community Boards that any proposed Standing Orders for Community Boards should be consistent with the Council, Committees, Sub-Committees, Joint Committees and Hearing Panels Standing Orders except for those areas which relate specifically to Community Boards and to give consideration to updated Standing Orders being adopted at their June 2023 meetings.
- (e) **Circulates** this report to the Community Boards for information.

3 **BACKGROUND**

- 3.1 A Council is required to operate with Standing Orders for conducting its meetings and the meetings of its Committees, Sub-Committees, Joint Committees and Hearing Panels. Community Boards must also adopt Standing Orders, and the Standing Orders must not contravene any Act.
- 3.2 Although it is mandatory that local authorities adopt Standing Orders for the conduct of their meetings, they do not need to be adopted every triennium. However, it is recommended that every Council, Committee, and Community Board review their Standing Orders within at least the first six months following an election to ensure that they fully meet their needs for effective and inclusive meetings.
- 3.3 The Council adopted the Standing Orders (2020) at its Inaugural meeting on 27 October 2022, noting that the Standing Orders would be reviewed in early 2023. Therefore, at its meeting held on 6 April 2023 the Council reviewed and adopted updated Standing Orders. Subsequently a workshop occurred on 9 May 2023 to discuss several suggested amendments.

4 **ISSUES AND OPTIONS**

- 4.1 After the adoption of the Standing Orders on 6 April 2023, an oversight was discovered pertaining to the "Chairperson's vote" (SO 19.3), which is recommended to be corrected. The current Standing Orders states:

The Mayor, Chairperson or any other person presiding at a meeting has a deliberative vote and, in the case of an equality of votes, has a Casting vote.

However, the Council has previously agreed that the Mayor, Chairperson or any other person presiding should NOT have a casting vote. Hence Standing Order 19.3 recommendation to be corrected. The Mayor is fully supportive of the amendment, noting that previous Standing Orders had no casting vote.

- 4.2 Following discussion an amendment to the length of time from advertised meeting start time to commencement if a quorum is initially lacking has increased from 15 minutes to 30 minutes. (Clause 11.5)
- 4.3 Clauses 20.7 and 20.8 has been amended to recommend that if a member declares a conflict of interest (any type) that they physically withdraw from the table, and preferably vacate the room until the item has been concluded.
- 4.4 Greater clarification was inserted into clause 28.3 regarding confirmation of Minutes and Matters Arising.
- 4.5 Appendix 1, Grounds to exclude the public has one amendment based on Ombudsman's advice and the deletion of Section 7(2)(f)i) – the free and frank expression of opinions by or between or to members or officers or employees.
- 4.6 In addition, some elected members have suggested minor amendments (such as grammar errors) or additions primarily for clarity. Therefore, all proposed changes are printed in red in the attached document.
- 4.7 Adoption or amendment of the Council's Standing Orders requires a resolution supported by 75% or more of the members present.
- 4.8 It is anticipated that the Community Boards will consider the amended Standing Orders during June 2023.

4.9 **Implications for Community Wellbeing**

There are no implications on community wellbeing by the issues and options that are the subject matter of this report.

4.10 The Management Team has reviewed this report and supports the recommendations.

5. **COMMUNITY VIEWS**

5.1 **Mana whenua**

Taking into consideration the provisions of the Memorandum of Understanding between Te Ngāi Tūāhuriri Rūnanga and the Council, Te Ngāi Tūāhuriri hapū may be affected by or have an interest in the subject matter of this report. The Mahi Tahī Joint Development Committee, which is a Joint Committee between the Waimakariri District Council and the Te Ngāi Tūāhuriri Rūnanga is also subject to the Standing Orders. A copy of this report and adopted Standing Orders will be advised to our Te Ngāi Tūāhuriri membership.

5.2 **Groups and Organisations**

No groups or organisations are likely to be affected by or have an interest in the subject matter of this report.

5.3 **Wider Community**

The wider community is not likely to be affected by or to have an interest in the subject matter of this report. However, having Standing Orders enhances the credibility and accountability of the Council to its community.

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 Council is required by legislation to have Standing Orders.

6.4 **Health and Safety**

The Standing Orders aid the responsibilities of the Council being a good employer, raising awareness of unacceptable behaviour. In addition, standing Orders develop a culture of mutual trust, respect and tolerance between the members of the Council.

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 clause 15 – Code of Conduct.
- Local Government Act 2002 clause 27 – Standing Orders.

7.3 **Community Outcomes**

There are wide ranging opportunities for people to contribute to the decision-making by public organisations that affect our District.

7.4 **Authorising Delegations**

Not applicable as the Council is required, by legislation, to always have Standing Orders operable.



Attachment A

Standing Orders **(Proposed)**

For Meetings of the Council, Committees, Subcommittees
and Hearing Panels

Adopted by Council on 16 May 2023



PREFACE

Standing Orders contain rules for the conduct of the proceedings of local authorities, Committees, Subcommittees, and subordinate decision-making bodies. Their purpose is to enable local authorities to exercise their decision-making responsibilities in a transparent, inclusive, and lawful manner.

In doing so, the application of Standing Orders contributes to greater public confidence in the quality of local governance and democracy in general.

These Standing Orders have been designed by LGNZ specifically for local authorities, their Committees, Subcommittees, and subordinate decision-making bodies. They fulfil, regarding the conduct of meetings, the requirements of the Local Government Act 2002 (LGA 2002) and the Local Government Official Information and Meetings Act 1987 (LGOIMA).

Please note Standing Orders do not apply to advisory, steering or working groups, briefings and workshops unless incorporated in their specific terms of reference.

For clarity's sake whenever a question about the interpretation or application of these Standing Orders is raised, particularly where a matter might not be directly provided for, it is the responsibility of the Chairperson of each meeting to make a ruling.

All members of a local authority must abide by Standing Orders.

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1. Introduction

These Standing Orders have been prepared to enable the orderly conduct of local authority meetings. They incorporate the legislative provisions relating to meetings, decision-making and transparency. They also include practical guidance on how meetings should operate so that statutory provisions are complied with, and the spirit of the legislation fulfilled.

To assist elected members and officials the document is structured in three parts:

- Part 1 deals with General Matters.
- Part 2 deals with Pre-meeting Procedures.
- Part 3 deals with Meeting Procedures.

The Appendix, which follows Part three, provides templates and additional guidance for implementing provisions within the Standing Orders. Please note, the Appendix is an attachment to the Standing Orders and not part of the Standing Orders themselves, consequently amendments to the Appendix do not require the agreement of 75% of those present.

1.1. Principles

Standing Orders are part of the framework of processes and procedures designed to ensure that our system of local democracy and in particular decision-making within local government is transparent and accountable. They are designed to give effect to the principles of good governance, which include that a local authority should:

- Conduct its business in an open, transparent, and democratically accountable manner.
- Give effect to its identified priorities and desired outcomes in an efficient and effective manner.
- Make itself aware of, and have regard to, the views of all its communities.
- Take account, when making decisions, of the diversity of the community, its interests, and the interests of future communities as well.
- Ensure that any decisions made under these Standing Orders comply with the decision-making provisions of Part 6 of the LGA 2002; and
- Ensure that decision-making procedures and practices meet the standards of natural justice.

These principles are reinforced by the requirement that all local authorities act so that “governance structures and processes are effective, open and transparent” (LGA 2002, s 39).

1.2. Statutory References

The Standing Orders consist of statutory provisions about meetings along with guidance on how those provisions should be applied in practice. Where a statutory provision has been augmented with advice on how it might be implemented the advice (so as not to confuse it with the statutory obligation) is placed below the relevant legislative reference. In some cases, the language in the statutory provision has been modernised for ease of interpretation or amended to ensure consistency with more recently enacted statutes.

It is important to note that statutory references in the Standing Orders apply throughout the period of a meeting, regardless of whether parts or all of the Standing Orders have been suspended. These provisions must also be carried through into any amendment of the Standing Orders that might be made. Please note, where it is employed the word 'must', unless otherwise stated, identifies a mandatory legislative requirement.

1.3. Acronyms

LGA 2002	Local Government Act 2002
LGOIMA	Local Government Official Information and Meetings Act 1987
LAMIA	Local Authorities (Members' Interests) Act 1968
EPA 2006	Epidemic Preparedness Act 2006

1.4. Application

For the removal of any doubt, these Standing Orders do not apply to workshops, briefings or meetings of working parties and advisory groups unless specifically included in their terms of reference.

2. Definitions

Adjournment means a break in the proceedings of a meeting. A meeting, or discussion on a particular business item, may be adjourned for a brief period, or to another date and time.

Advisory group means a group of people convened by a local authority for the purpose of providing advice or information that is not a Committee or Subcommittee. These Standing Orders do not apply to such groups. This definition also applies to **workshops**, working parties, working group, panels, forums, portfolio groups, **briefings** and other similar bodies.

Commented [TK1]: Workshops and Briefings are not considered Advisory Groups

Agenda means the list of items for consideration at a meeting together with reports and other attachments relating to those items in the order in which they will be considered. It is also referred to as an 'order paper'.

Amendment means any change of proposed change to the original or substantive motion.

Appointed member means a member of a Committee, or subsidiary organisation of a Council, who is not elected.

Audio link means facilities that enable audio communication between participants at a meeting where one or more of the participants is not physically present at the place of the meeting.

Audio-visual link means facilities that enable audio-visual communication between participants at a meeting when one or more of them is not physically present at the place of the meeting.

Briefing (this has a specific meaning and is NOT the same as a Workshop) it is any non-decision making, information sharing session, update for elected members by staff or other individuals and which is specifically Public Excluded **as per the provisions of Section 7 of LGOIMA, 1989.**

Commented [TK2]: Added for clarity

Chairperson means the person in a position of authority in a meeting or other gathering, also known as the presiding member.

Chief Executive means the Chief Executive of a territorial authority or regional council appointed under s 42 of the LGA 2002, and includes, for the purposes of these Standing Orders, any other officer authorized by the Chief Executive.

Clear working days means the number of working days (business hours) prescribed in these Standing Orders for giving notice and excludes the date of the meeting and date on which the notice is served.

Committee includes, in relation to a local authority:

- (a) A Committee comprising all the members of that authority.
- (b) A standing Committee or special Committee appointed by that authority.
- (c) A joint Committee appointed under cl 30A of sch 7 of the LGA 2002; and
- (d) Any Subcommittee of a Committee described in (a), (b) and (c) of this definition.

Community Board means a Community Board established under s 49 of the LGA 2002.

Conflict of Interest means any pecuniary interest and any interest arising because of that person's position as a trustee, director, officer, employee, or member of another body or because of any personal non-pecuniary interest, such as pre-determination or bias.

Contempt means being disobedient to, disrespectful of, the Chairperson of a meeting or disrespectful to any members, officers or the public.

Covid refers to the Novel Coronavirus, formally known as 2019-nCoV.

Council means, in the context of these Standing Orders, the governing body of a local authority.

Debate means discussion by members that occurs once a motion has been moved / seconded.

Deputation means a request from any person or group to make a presentation to the local authority which is approved by the Chairperson, and which may be made in English, te reo Māori or New Zealand Sign Language, **subject to clause 4.3 of the Standing Orders.**

Commented [TK3]: Clarifies use of Te Reo and Sign Language interpretation

Division means a formal vote at a Council, Committee or Subcommittee meeting whereby the names of those members present, including the Mayor / Chairperson, are formally recorded as **abstaining** or voting either for or against. This includes a vote where the names and votes are recorded electronically.

Commented [TK4]: Added to comply with Open Vote definition.

Electronic link means both an audio and audio-visual link.

Emergency meeting has the same meaning as defined in cl 22A of sch 7 of the LGA 2002.

Extraordinary meeting has the same meaning as defined in cl 22 of sch 7 of the LGA 2002.

Foreshadowed motion means a motion that a member indicates their intention to move once the debate on a current motion or amendment is concluded.

Internet site means, in relation to a local authority or other person or entity, an Internet site that is maintained by, or on behalf of, the local authority, person, or entity and to which the public has free access.

Item means a substantive matter for discussion at a meeting.

Leave of the meeting means agreement without a single member present dissenting.

Joint Committee means a Committee in which the members are appointed by more than one local authority in accordance with cl 30A of sch 7 of the LGA 2002.

Karakia timatanga means an opening prayer.

Karakia whakamutunga means a closing prayer.

Lawfully excluded means a member of a local authority who has been removed from a meeting due to behaviour that a Chairperson has ruled to be contempt.

Leave of absence means a pre-approved absence for a specified period of time consistent with the Council policy should one be in place.

Local authority means in the context of these Standing Orders a regional council or territorial authority, as defined in s 5 of the LGA 2002, which is named in these Standing Orders, and any subordinate decision-making bodies established by the local authority.

Mayor means the Mayor of a territorial authority elected under the Local Electoral Act 2001.

Meeting means any first, inaugural, ordinary, extraordinary, or emergency meeting of a local authority, subordinate and decision-making bodies of the local authority convened under the provisions of LGOIMA.

Member means any person elected or appointed to the local authority.

Member of the Police means a Constable of the New Zealand Police within the definition of s 4 of the Policing Act 2008.

Mihi whakatau means a brief welcome typically delivered by one person without any further formalities.

Minutes means the record of the proceedings of any meeting of the local authority.

Motion means a formal proposal to a meeting.

Mover means the member who initiates a motion.

Newspaper means a periodical publication published (whether in New Zealand or elsewhere) at intervals not exceeding 40 days, or any copy of, or part of any copy of, any such publications; and this includes every publication that at any time accompanies and is distributed along with any newspaper.

Notice of motion means a motion given in writing by a member in advance of a meeting in accordance with, and as provided for, in these Standing Orders.

Officer means any person employed by the Council either full or part time, on a permanent or casual or contract basis.

Open voting means voting that is conducted openly and in a transparent manner (i.e. enables an observer to identify how a member has voted on an issue) and may be conducted by electronic means. The result of the vote must be announced immediately it has concluded. Secret ballots are specifically excluded.

Order paper means the list of items for consideration at a meeting together with reports and other attachments relating to those items set out in the order in which they will be considered. An order paper is also referred to as an agenda.

Ordinary meeting means any meeting, other than the first meeting, of a local authority publicly notified in accordance with ss 46(1) and (2) of LGOIMA.

Pecuniary Interest includes any matter or activity of financial benefit to the member as set out in the provisions of the Local Authorities (Members Interests) Act 1968 and the Local Government (Pecuniary Interests Register) Amendment Act 2022.

Petition means a request to a local authority, which contains at least five signatures.

Powhiri means a formal welcome involving a Karanga from the Tangata Whenua (the home people) followed by formal speech making. A Powhiri is generally used for formal occasions of the highest significance.

Present at the meeting to constitute quorum means the member is to be physically present in the room, subject to **clause 13.8 of the Standing Orders**.

Commented [TK5]: Added for Clarity.

Presiding member means the Chairperson.

Procedural motion means a motion that is used to control the way in which a motion or the meeting is managed as specified in Standing Orders 24.1 – 24.7.

Public excluded information refers to information, which is currently before a public excluded session, is proposed to be considered at a public excluded session or had previously been considered at a public excluded session and not yet been released as publicly available information. It includes:

- Any minutes (or portions of minutes) of public excluded sessions which have not been subsequently released by the local authority; and
- Any other information, which has not been released by the local authority as publicly available information.
- Public excluded session also referred to as confidential or in-committee session refers to those meetings or parts of meetings from which the public is excluded by the local authority as provided for in LGOIMA.

Public forum refers to a period set aside usually at the start of a meeting for the purpose of public input.

Public notice means one that is made publicly available, until any opportunity for review or appeal in relation to the matter notified has lapsed, on the local authority's website. In addition, is published in at least one daily newspaper circulating in the region or district of the local authority, or one or more other newspapers that have a combined circulation in that region or district, which is at least equivalent to that of a daily newspaper circulating in that region, or district.

Publicly notified means notified to members of the public by a notice contained in a newspaper circulating in the district of the local authority, or where there is no such newspaper, by notice displayed in a public place. The notice may also be replicated on a Council's website.

Qualified privilege means the privilege conferred on member by s 52 and s 53 of LGOIMA.

Quasi-judicial means a meeting involving the consideration of issues requiring the evaluation of evidence, the assessment of legal argument and / or the application of legal principles.

Quorum means the minimum number of members required to be present in order to constitute a valid meeting.

Resolution means a motion that has been adopted by the meeting.

Right of reply means the right of the mover of the substantive/ original motion to reply to those who have spoken to the motion.

Commented [TK6]: Added for Clarity.

Secunder means the member who seconds a motion or amendment.

Sub judice means under judicial consideration and therefore prohibited from public discussion elsewhere.

Subordinate decision-making body means committees, subcommittees, and any other bodies established by a local authority that have decision-making authority, but not Community Boards or Joint Committees.

Substantive motion means the original motion. In the case of a motion that is subject to an amendment, the substantive motion is the original motion incorporating any amendments adopted by the meeting.

Substantive resolution means the substantive motion that has been adopted by the meeting or a restatement of a resolution that has been voted on in parts.

Subcommittee means a subordinate decision-making body established by a Council, or a Committee of a Council. See definition of "Committee".

Working day means a day of the week other than:

- (a) Saturday, Sunday, Good Friday, Easter Monday, Anzac Day, Labour Day, the Sovereign's birthday, Matariki, and Waitangi Day. If Waitangi Day or Anzac Day falls on a Saturday or a Sunday, then the following Monday.
- (b) The day observed in the appropriate area as the anniversary of the province of which the area forms a part; and
- (c) A day in the period commencing with 20 December in any year and ending with 10 January in the following year.

Should a local authority wish to meet between the 20th of December and the 10th of January of the following year any meeting must be notified as an extraordinary meeting, unless there is sufficient time to notify an ordinary meeting before the commencement of the period.

Working party means a group set up by a local authority to achieve a specific objective that is not a Committee or Subcommittee and to which these Standing Orders do not apply.

Workshop means in the context of these Standing Orders, a gathering of elected members for the purpose of considering matters of importance to the local authority at which no decisions are made and to which these Standing Orders will not apply, unless required by the local authority. Workshops may include non-elected members and are open to the public.

~~Workshops may also be described as briefings.~~

Commented [TK7]: Added for clarity

Commented [TK8]: Delete incorrect statement.

GENERAL MATTERS

3. Standing Orders

3.1. Obligation to adopt Standing Orders

The Council is required to operate in accordance with Standing Orders for the conduct of its meetings and the meetings of its Committees and Subcommittees. Standing Orders must not contravene any Act.

LGA 2002, sch 7, cl 27(1) & (2).

3.2. Process for adoption and alteration of Standing Orders

The adoption of Standing Orders and any amendment to Standing Orders must be made by the Council and by a vote of not less than 75% of the members present.

LGA 2002, sch 7, cl 27(3).

3.3. Members must obey Standing Orders

All members of the Council, including members of Committees and Subcommittees, Joint Committees and Hearing Panels, must obey these Standing Orders.

LGA 2002, sch 7, cl 16(1).

3.4. Application of Standing Orders

These Standing Orders apply to all meetings of the Council, its Committees, Subcommittees and subordinate decision-making bodies. This includes meetings and parts of meetings that the public are excluded from.

3.5. Temporary suspension of Standing Orders

Any member of the Council, Committee, Subcommittee and subordinate body, may move a motion to suspend specified Standing Orders at a meeting of which they are a member. Any such motion must also include the reason for the suspension. If seconded, the Chairperson must put the motion without debate and at least 75 % of the members present and voting must support the motion for it to be carried.

LGA 2002, sch 7, cl 27(4).

A motion to suspend Standing Orders may be taken before or during a debate. The motion to suspend Standing Orders must also identify the specific Standing Orders to be suspended. In the event of suspension, those Standing Orders prescribed in statute will continue to apply, such as the quorum requirements.

3.6. Exclusions for meetings at which no Resolutions or Decisions are made

For the avoidance of doubt, any provision of these Standing Orders relating to the making of decisions and the passing of resolutions does not apply to any meeting of the Council or of any Committee or Subcommittee or other subordinate decision-making body of the Council which has been properly constituted as a meeting at which no resolutions or decisions are to be made under the Local Government Act 2002 or the Local Government Official Information and Meetings Act 1987.

3.7. Quasi-judicial Proceedings

For quasi-judicial proceedings, the Council may amend meeting procedures. For example, Committees hearing applications under the Resource Management Act 1991 have additional powers under the Commissions of Inquiry Act 1908.

3.8. Physical address of members

Every member of the Council must give to the Chief Executive a physical residential or business address within the district or region of the local authority and, if desired, an electronic or other address, to which notices and material relating to meetings and local authority business may be sent or delivered. Members are to provide their address within five working days of the publication of the declaration of the election results. Public access to those addresses is subject to the Privacy Act, 2020, **and permission of the individual elected member.**

Commented [TK9]: Ensuring that elected members know if their address was made public.

4. Meetings

4.1. Legal requirement to hold meetings

The Council must hold meetings for the good government of its district. Meetings must be called and conducted in accordance with:

- (a) Schedule 7 of the LGA 2002;
- (b) Part 7 of LGOIMA; and
- (c) These Standing Orders.

A meeting can be adjourned to a specified time and day if required by resolution of the meeting.

4.2. Meeting duration

A meeting cannot continue more than ten hours from when it starts (including any adjournments) or after 10.30pm unless the meeting resolves to continue. If there is no such resolution, then any business on the agenda that has not been dealt with must be adjourned, transferred to the next meeting, or transferred an extraordinary meeting.

No meeting can sit for more than three hours continuously without a break of at least ten minutes unless the meeting resolves to extend the time before a break.

4.3 Language

A member may address a meeting in English, te reo Māori or New Zealand Sign Language. A Chairperson may require that a speech is translated and printed in English or te reo Māori.

If a member intends to address the meeting in New Zealand Sign Language, or in te reo Māori, when the normal business of the meeting is conducted in English, they must give prior notice to the Chairperson not less than two working days before the meeting.

Where the normal business of the meeting is conducted in te reo Māori then prior notice of the intention to address the meeting in English must also be given to the Chairperson not less than two working days before the meeting.

4.4 Webcasting meetings

Webcast meetings can be provided in accordance with the protocols contained in [Appendix 5](#).

4.5 First meeting (Inaugural)

The first meeting of the Council, following a local authority triennial general election, must be called by the Chief Executive as soon as practicable after the results of the election are known. The Chief Executive must give elected members not less than seven days' notice of the meeting. However, in the event of an emergency the Chief Executive may give notice of the meeting as soon as practicable.

LGA 2002, sch 7, cl 21(1) - (4).

4.6 Requirements for the first meeting

The Chief Executive (or, in the absence of the Chief Executive, their nominee) must chair the first meeting until the Chairperson has made an oral declaration and attested the declaration (see LGA 2002, sch 7, cl 21(4)).

The business to be conducted at the first meeting following a general election must include the following:

- (a) The making and attesting of the declarations required of the Mayor (if any) and members under LGA 2002, sch 7, cl 14;
- (b) The election of the Chairperson (if any) and the making and attesting of the declaration required of the Chairperson under LGA 2002, sch 7, cl 14;
- (c) A general explanation, given or arranged by the Chief Executive, of:
 - i. LGOIMA; and
 - ii. Other laws affecting members, including the appropriate provisions of the Local Authorities (Members Interests) Act 1968; and ss 99, 105, and 105A of the Crimes Act 1961; and the Secret Commissions Act 1910; and the Financial Markets Conduct Act 2013.

- (d) The fixing of the date and time of the first meeting of the local authority, or the adoption of a schedule of meetings; and
- (e) The election of the Deputy Mayor or Deputy Chairperson in accordance with the LGA 2002, sch7, cl 17.

LGA 2002, sch 7, cl 21(5).

It is common for Councils to adopt Standing Orders at the first meeting; however, this is not always necessary, as, if not amended, Standing Orders will remain in force after each triennial election.

Note that the election of a Deputy Mayor is not required if the Mayor has already made the appointment under s 41A(3)(a) of the LGA 2002 prior to the meeting. Nothing limits a territorial authority from removing a Deputy Mayor from office in accordance with cl 18 of sch 7 of the LGA 2002.

5. Appointments and elections

5.1. Mayoral appointment of the Deputy Mayor, Committee Chairpersons and Members

A Mayor may appoint the Deputy Mayor, the Chairperson, and the members of each Committee of the territorial authority. The names of any appointments made by the Mayor must be tabled at the first meeting of the Council after the appointments are made. The Mayor may also appoint themselves.

LGA 2002, s 41A(3).

5.2. Council discharge of a Mayoral appointment

Nothing, however, limits or prevents the Council from discharging a Deputy Mayor, a Chairperson or a member of a Committee appointed by the Mayor. Any decision by the Council to discharge a Deputy Mayor shall follow the procedure in Standing Order 5.5.

If the Mayor declines to appoint a Deputy Mayor or Committee Chairpersons in accordance with LGA 2002, s 41A, the Council (or a Committee, if directed by the Council) must elect those positions in accordance with Standing Order 5.4.

LGA 2002, sch 7, cl 31.

5.3. Establishment of Committees by the Mayor

The Mayor may establish Committees of the Council. Where a Mayor exercises this right, a list of the Committees and their terms of reference must be tabled at the next following meeting of the Council. Should the Mayor decline to establish Committees under s 41A, then any decision to establish Committees must follow the processes set out in these Standing Orders.

Nothing, however, limits or prevents the Council from discharging or reconstituting, in accordance with cl 30 of sch 7, LGA 2002, a Committee established by the Mayor, or appointing more Committees in addition to any established by the Mayor.

Note a Mayor is a member of every Committee unless specific legislation provides otherwise, such as a Committee established under s 189 of the Sale and Supply of Alcohol Act 2012.

LGA 2002, s 41A (3) and (4).

5.4. Elections Deputy Mayors and Deputy Chairpersons

The Council (or a Committee responsible for making the appointment) must decide by resolution to use one of two voting systems (see standing order 5.6) when electing people to the following positions:

- the Deputy Mayor.
- the Chairperson and Deputy Chairperson of a Committee; and
- a representative of Council.

Note this provision does not apply in situations where a Mayor has used their powers under LGA 2002, s 41A to appoint a Deputy Mayor, or Committee chairs. See [Appendix 7](#).

LGA 2002, sch 7, cl 25.

5.5. Removal of a Deputy Mayor

A Deputy Mayor, whether appointed by the Mayor under the Standing Order 5.1, or elected by the Council, can only be removed in accordance with cl 18, sch 7, of the LGA 2002. See [Appendix 7](#).

LGA 2002, sch 7, cl 18.

5.6. Voting system for Deputy Mayors and Committee Chairpersons

When electing a Deputy Mayor or a Committee Chairperson the local authority must resolve to use one of the following two voting systems.

System A

The candidate will be elected or appointed if he or she receives the votes of a majority of the members of the local authority or Committee who are present and voting. This system has the following characteristics:

- (a) There is a first round of voting for all candidates.
- (b) If no candidate is successful in the first round, there is a second round of voting from which the candidate with the fewest votes in the first round is excluded; and
- (c) If no candidate is successful in the second round, there is a third round, and if necessary subsequent rounds, of voting from which, each time, the candidate with the fewest votes in the previous round is excluded.

In any round of voting, if two or more candidates tie for the lowest number of votes, the person to be excluded from the next round is resolved by lot.

System B

The candidate will be elected or appointed if he or she receives more votes than any other candidate. This system has the following characteristics:

- (a) There is only one round of voting; and
- (b) If two or more candidates tie for the most votes, the tie is resolved by lot.

LGA 2002, sch 7, cl 25.

6. Delegations

6.1. Limits on Delegations

Unless clearly stated in the LGA 2002 or any other Act, the Council may, for the purposes of efficiency and effectiveness, delegate to a Committee, Subcommittee, subordinate decision-making body, Community Board, member, or officer of the local authority, any of its responsibilities, duties, or powers except:

- (a) The power to make a rate;
- (b) The power to make a bylaw;
- (c) The power to borrow money, or purchase or dispose of assets, other than in accordance with the long-term plan;
- (d) The power to adopt a long-term plan, annual plan, or annual report;
- (e) The power to appoint a Chief Executive;
- (f) The power to adopt policies required to be adopted and consulted on under the LGA in association with the long-term plan or developed for the purpose of the local governance statement;
- (g) Repealed; and
- (h) The power to adopt a remuneration and employment policy.

LGA 2002, sch 7, cl 32 (1).

6.2. Committees may delegate

A Committee, Subcommittee, subordinate decision-making body, member, or officer of the local authority, may delegate any of its responsibilities, duties, or powers to a Subcommittee or person, subject to any conditions, limitations, or prohibitions imposed by the body that made the original delegation.

LGA 2002, sch 7, cl (2) & (3).

6.3. Use of Delegated Powers

The Committee, Subcommittee, other subordinate decision-making body, or member or officer of the local authority to which or to whom any responsibilities, powers, duties are delegated may, without confirmation by the Council, Committee or body or person that made the delegation, exercise or perform them in the like manner and with the same effect as the local authority could itself have exercised or performed them. *LGA 2002, sch 7, cl 32(2),(3), and (4).*

6.4. Decisions made under Delegated Authority cannot be rescinded or amended

Nothing in these Standing Orders allows the Council, Committee, and Subcommittee to rescind or amend a lawfully made decision of a subordinate decision-making body carried out under a delegation authorising the making of that decision.

LGA 2002, sch 7, cl 30 (6).

6.5. Committees and Subcommittees subject to the direction of the local authority

A Committee, Subcommittee or other subordinate decision-making body is subject in all things to the control of the local authority and must carry out all general and special directions of the local authority given to them.

LGA 2002, sch 7, cl 30(3) & (4).

6.6. Duty to consider Delegations to Community Boards

The Council of a territorial authority must, **at the commencement of each term**, consider whether or not to delegate to a Community Board if the delegation would enable the Community Board to best achieve its role.

Commented [TK10]: Added for clarity and indicate current practice

LGA 2002, sch 7, cl. 32(6).

6.7. Delegations related to Bylaws and other Regulatory Matters

The Council may delegate to any other local authority, organisation, or person the enforcement, inspection, licensing, and administration related to bylaws and other regulatory matters.

LGA 2022, sch 7, cl. 32(5).

Note: A Council is advised to delegate a range of decision-making responsibilities to its Chief Executive to cover the period from the day following the Electoral Office's declaration until the new Council is sworn in. See the 2019 Guide to Standing Orders for further information.

7. Committees

7.1. Appointment of Committees and Subcommittees

The Council may appoint the Committees, Subcommittees, and other subordinate decision-making bodies that it considers appropriate. A Committee may appoint the Subcommittees that it considers appropriate unless it is prohibited from doing so by the Council.

LGA 2002, sch 7, cl 30(1) & (2).

7.2. Discharge or reconstitution of Committees and Subcommittees

Unless expressly provided otherwise in legislation or regulation:

- (a) A local authority may discharge or reconstitute a Committee or Subcommittee, or other subordinate decision-making body; and
- (b) A Committee may discharge or reconstitute a Subcommittee.

A Committee, Subcommittee, or other subordinate decision-making body is, unless the Council resolves otherwise, discharged when members elected at a subsequent triennial general election come into office.

LGA 2002, sch 7, cl 30 (5) & (7).

Note: s.12 (2) of the Civil Defence and Emergency Management Act 2002 states that a Civil Defence and Emergency Management Group is not deemed to be discharged following a triennial election. This also applies to the District Licensing Committee, subject to Council resolution, Section 193 of LGA and the Sale and Supply of Alcohol Act 2012.

7.3. Appointment or discharge of Committee members and Subcommittee members

The Council may appoint or discharge any member of a Committee and, if established by the Council, a Subcommittee. A Committee may appoint or discharge any member of a Subcommittee appointed by the Committee unless directed otherwise by the Council.

LGA 2002, sch 7, cl 31(1) & (2).

7.4. Committees and subordinate decision-making bodies subject to direction of local authority

A Committee or other subordinate decision-making body is subject in all things to the control of the local authority and must carry out all general and special directions of the local authority given in relation to the Committee or other body or the affairs of the Committee or other body. A Subcommittee is subject in all things to the control of the Committee that appointed it and must carry out all general and special directions of the Committee given in relation to the Subcommittee or its affairs. Nothing in this (standing order) entitles a local authority or Committee to rescind or amend a decision made under a delegation authorising the making of a decision by a Committee, a Subcommittee, or another subordinate decision-making body.

LGA 2002, sch 7, cl. 30(3), (4) & (6).

7.5. Elected members on Committees and Subcommittees

The members of a Committee or Subcommittee may be, but are not required to be, elected members of a local authority. The Council or a Committee may appoint a person who is not a member of the local authority to a Committee or Subcommittee if, in the opinion of the Council or Committee, the person has the skills, attributes or knowledge to assist the Committee or Subcommittee.

A staff member of the local authority, in the course of their employment, can be a member of a Subcommittee but not a Committee.

LGA 2002, sch 7, cl 31(4).

7.6. Local authority may replace members if Committee not discharged

If the Council resolves that a Committee, Subcommittee or other subordinate decision-making body is not to be discharged under cl 30 (7), sch 7, LGA 2002, the Council may replace the members of that Committee, Subcommittee or subordinate decision-making body after the next triennial general election of members.

LGA 2002, sch 7, cl 31(5).

7.7. Minimum numbers on Committees and Subcommittees

The minimum number of members is three for both Committees and Subcommittees.

LGA 2002 sch 7, cl. 31(6)

7.8. Membership of Mayor

The Mayor is a member of every Committee of the local authority unless specific legislation provides otherwise, such as a Committee established under s 189 of the Sale and Supply of Alcohol Act 2012.

LGA 2002, s 41A(5).

7.9. Ex Officio Member

The portfolio holder or any member of the Council may be appointed an ex-officio member of any Committee other than a Community Board or a Quasi-judicial Committee. Note the portfolio holder can attend any workshop and/or briefing relating to their portfolio.

7.10. Decision not invalid despite irregularity in membership

For the purpose of these Standing Orders, a decision of the Council, and Committees, is not invalidated if:

- (a) There is a vacancy in the membership of the Council or Committee, at the time of the decision; or
- (b) Following the decision, some defect in the election or appointment process is discovered and / or that the membership of a person on the Committee at the time is found to have been ineligible.

LGA 2002, sch 7, cl 29.

7.11. Appointment of Joint Committees

The Council may appoint a Joint Committee with another local authority or other public body if it has reached agreement with each local authority or public body. The agreement must specify:

- (a) The number of members each party may appoint.
- (b) How the Chairperson and Deputy Chairperson are to be appointed.
- (c) The terms of reference of the Committee.
- (d) What responsibilities, if any, are to be delegated to the Committee by each party; and
- (e) How the agreement may be varied.

The agreement may also specify any other matter relating to the appointment, operation, or responsibilities of the Committee agreed by the parties.

LGA 2002, sch 7, cl 30A(1) & (2).

7.12. Status of Joint Committees

A Joint Committee is deemed both a Committee of the Council and a Committee of each other participating local authority or public body.

LGA 2002, sch 7, cl 30A(5).

7.13. Power to appoint or discharge individual members of a Joint Committee

The power to discharge any individual member of a Joint Committee and appoint another member in their stead must be exercised by the Council or public body that made the appointment and;

- (a) The meeting quorum is as outlined in 10.3 and
- (b) The Committee may appoint and remove its own Chairperson or Deputy Chairperson.

LGA 2002, sch 7, cl. 30A (6)(a).

PRE-MEETING

8. Giving notice

8.1. Public notice – Ordinary Meetings

All meetings scheduled for the following month must be publicly notified not more than 14 days and not less than five days before the end of the current month, together with the dates, the times, and places on and at which those meetings are to be held. In the case of meetings held on or after the 21st day of the month public notification may be given not more than ten nor less than five working days before the day on which the meeting is to be held.

LGOIMA 1987, s 46.

8.2. Notice to members - Ordinary Meetings

The Chief Executive must give notice in writing to each member of the Council of the date, time, and place of any meeting. Notice must be given at least 14 days before the meeting unless the Council has adopted a schedule of meetings, in which case notice must be given at least 14 days before the first meeting on the schedule.

LGA 2002, sch 7, cl 19(5).

8.3. Extraordinary meeting may be called

An extraordinary Council meeting may be called by:

- (a) Resolution of the Council, or
- (b) A requisition in writing delivered to the Chief Executive which is signed by:
 - i. The Mayor; or
 - ii. Not less than one third of the total membership of the Council (including vacancies).

LGA 2002, sch 7, cl 22(1).

8.4. Notice to members - Extraordinary Meetings

Notice in writing of the time and place of an extraordinary meeting called under Standing Order 8.3 and of the general nature of business to be considered must be given by the Chief Executive to each member of the Council at least three working days before the day appointed for the meeting. If the meeting is called by a resolution, then notice must be provided within such lesser period as is specified in the resolution, as long as it is not less than 24 hours.

LGA 2002, sch 7, cl. 22 (3).

8.5. Emergency meetings may be called

If the business that the Council needs to deal with requires a meeting to be held at a time earlier than is allowed by the notice requirements for holding an extraordinary meeting and it is not practicable to call the meeting by resolution, an emergency meeting may be called by:

- (a) The Mayor; or
- (b) If the Mayor is unavailable, the Chief Executive.

LGA 2002, sch 7, cl 22A(1).

8.6. Process for calling an Emergency Meeting

The notice of the time and place of an emergency meeting, and of the matters in respect of which the emergency meeting is being called, must be given by the person calling the meeting or by another person on that person's behalf.

The notice must be given, by whatever means is reasonable in the circumstances, to each member of the Council, and to the Chief Executive, at least 24 hours before the time appointed for the meeting.

LGA 2002, sch 7, cl 22A(2).

8.7. Public notice – Emergency and Extraordinary meeting

Where an emergency or extraordinary meeting of the Council is called but the notice of the meeting is inconsistent with these Standing Orders, due to the manner in which it was called, the local authority must cause that meeting and the general nature of business to be transacted at that meeting:

- (a) To be publicly notified as soon as practicable before the meeting is to be held; or
- (b) If it is not practicable to publish a notice in newspapers before the meeting, to be notified as soon as practicable on the local authority's website and in any other manner that is reasonable in the circumstances.

LGOIMA 1987, s 46(3).

8.8. Chief Executive may make other arrangements

The Chief Executive is to make any other arrangement for the notification of meetings, including extraordinary and emergency meetings, as the local authority may, from time to time, determine.

LGOIMA 1987, s. 46(5).

8.9. Meetings not invalid

The failure to notify a public meeting under these Standing Orders does not, in itself, make that meeting invalid. However, where a local authority becomes aware that a meeting has been incorrectly notified it must, as soon as practicable, give public notice stating:

- (a) That the meeting occurred without proper notification.
- (b) The general nature of the business transacted; and
- (c) The reasons why the meeting was not properly notified.

LGOIMA 1987, s 46(6).

8.10. Resolutions passed at an Extraordinary or Emergency Meeting

A local authority must, as soon as practicable, publicly notify any resolution passed at an extraordinary or emergency meeting of the Council unless:

- (a) The resolution was passed at a meeting or part of a meeting from which the public was excluded; or
- (b) The extraordinary or emergency meeting was publicly notified at least five working days before the day on which the meeting was held.

LGOIMA 1987, s 51A.

8.11. Meeting schedules

Where the Council adopts a meeting schedule it may cover any period that the Council considers appropriate and may be amended. Notification of the schedule, or an amendment, will constitute notification to members of every meeting on the schedule or the amendment. This does not replace the requirements under LGOIMA to publicly notify each meeting.

LGA 2002, sch 7, cl 19(6).

8.12. Non-receipt of notice to members

A meeting of the Council is not invalid if notice of that meeting was not received, or not received in due time, by a member of the Council unless:

- (a) It is proved that the person responsible for giving notice of the meeting acted in bad faith or without reasonable care; and
- (b) The member concerned did not attend the meeting.

A member of the Council may waive the need to be given notice of a meeting.

LGA 2002, sch 7, cl 20(1) & (2).

8.13. Meeting cancellations

The Chairperson of a scheduled meeting may cancel the meeting if, in consultation with the Chief Executive, they consider this is necessary for reasons that include lack of business, lack of quorum or clash with another event.

The Chief Executive must make a reasonable effort to notify members and the public as soon as practicable of the cancellation and the reasons behind it.

9. Meeting Agenda

9.1. Preparation of the Agenda

It is the Chief Executive's responsibility (or his / her delegate) to prepare an agenda for each meeting listing and attaching information on the items of business to be brought before the meeting so far as is known, including the names of the relevant members.

When preparing business items for an agenda the Chief Executive (or his / her delegate) should consult, unless impracticable, such as in the case of the inaugural meeting, the Chairperson, or the person acting as Chairperson for the coming meeting.

9.2. Process for raising matters for a decision

Requests for reports may be made by a resolution of the Council, Committee, Subcommittee, and subordinate decision-making body, and, in the case of all decision-making bodies other than the Council, must also fall within the scope of their specific delegations.

9.3. Chief Executive may delay or refuse request

The Chief Executive may delay commissioning any reports that involve significant cost or are beyond the scope of the Committee that made the request. In such cases, the Chief Executive will discuss options for meeting the request with the respective Chairperson and report back to a subsequent meeting with an estimate of the cost involved and seek direction on whether the report should still be prepared.

Where a Chief Executive refuses a member's request to prepare a report, an explanation for that refusal should be provided to the member.

9.4. Order of Business

At the meeting, the business is to be dealt with in the order in which it stands on the agenda unless the Chairperson, or the meeting, decides otherwise. An example of a default order of business is set out in [Appendix 9](#).

The order of business for an extraordinary meeting must be limited to items that are relevant to the purpose for which the meeting has been called.

9.5. Chairperson's Recommendation

A Chairperson may, at the meeting, include a recommendation regarding any item on the agenda brought before the meeting. Where a Chairperson's recommendation varies significantly from an officer's recommendation the reason for the variation must be explained. A recommendation that differs significantly from the officer's recommendation must comply with the decision-making requirements of Part 6 of the LGA 2002.

9.6. Chairperson's Report

The Chairperson of a meeting has the right to prepare a report to be included in the agenda on any matter, which falls within the responsibilities of that meeting, as described in its terms of reference.

For clarity, any recommendation must comply with the decision-making requirements of Part 6 of the LGA 2002

9.7. Public availability of the Agenda

All information provided to members at Council, or Committee, meeting must be publicly available, except where an item included in the agenda refers to a matter reasonably expected to be discussed with the public excluded.

LGOIMA 1987, ss 5 & 46A.

9.8. Public inspection of Agenda

Any member of the public may, without payment of a fee, inspect, during normal office hours and within a period of at least two working days before a meeting, all agendas and associated reports circulated to members of the Council and Committees relating to that meeting. The agenda:

- (a) Must be available for inspection at the public offices of the local authority (including service centres), at public libraries under the authority's control and on the Council's website, and:
- (b) Must be accompanied by either:
 - i. The associated reports; or
 - ii. A notice specifying the places at which the associated reports may be inspected.

LGOIMA 1987, s 46A(1).

9.9. Agenda to be made available to public who are at meetings

Additional copies of the summary agenda and further particulars indicating the nature of the items to be discussed must be available at meetings in sufficient numbers to enable any spare copies to be provided for members of the public to take away with them free of charge.

LGOIMA 1987, s. 49

9.10. List of Committee members publicly available

The members of each Committee are to be named on the relevant agenda.

9.11. Withdrawal of Agenda items

If justified by circumstances, an agenda item may be withdrawn by the Chief Executive, or his / her delegate. In the event of an item being withdrawn, the Chief Executive should inform the Chairperson.

9.12. Distribution of the Agenda

The Chief Executive must send the agenda to every member of a meeting at least two clear working days before the day of the meeting, except in the case of an extraordinary meeting or an emergency meeting (see Standing Orders 8.4 and 8.10).

The Chief Executive may send the agenda, and other materials relating to the meeting or other Council business, to members by electronic means.

9.13. Status of Agenda

No matter on a meeting agenda, including recommendations, may be considered final until determined by a formal resolution of that meeting.

9.14. Items of business not on the Agenda which cannot be delayed

A meeting may deal with an item of business that is not on the agenda where the meeting resolves to deal with that item and the Chairperson provides the following information during the public part of the meeting:

- (a) The reason the item is not on the agenda; and
- (b) The reason why the discussion of the item cannot be delayed until a subsequent meeting.

LGOIMA 1987, s 46A(7).

Items not on the agenda may be brought before the meeting through a report from either the Chief Executive or the Chairperson.

Note, that nothing in this standing order removes the requirement to meet the provisions of Part 6 of the LGA 2002 with regard to consultation and decision-making.

9.15. Discussion of minor matters not on the Agenda

A meeting may discuss an item that is not on the agenda only if it is a minor matter relating to the general business of the meeting and the Chairperson explains at the beginning of the public part of the meeting that the item will be discussed. However, the meeting may not make a resolution, decision, or recommendation about the item, except to refer it to a subsequent meeting for further discussion. All formal decisions must be supported by a staff report.

LGOIMA 1987, s 46A(7A).

9.16. Public excluded business on the Agenda

Items that are likely to be discussed under public-excluded must be indicated on each agenda, including the general subject of the item. The Chief Executive, however, may exclude public access to any reports, or parts of reports, attachments of minutes which are reasonably expected to be discussed with the public excluded **based** on reasons or grounds outlined in LGOIMA sections 5, 6, 7 8 and 17.

Commented [TK11]: Correction of error

LGOIMA 1987, s 46A(9).

9.17. Qualified privilege relating to Agenda and Minutes

Where any meeting is open to the public and a member of the public is supplied with a copy of the agenda, or the Minutes of that meeting, the publication of any defamatory matter included in the agenda or in the Minutes is privileged. This does not apply if the publication is proved to have been made with ill will, or improper advantage has been taken of the publication.

LGOIMA 1987, s 52.

MEETING PROCEDURES

10. Opening and Closing

The Council and Committees may, at the start of a meeting, choose to recognise the civic importance of the occasion through some form of reflection. This could be an expression of community values, a reminder of the contribution of members who have gone before or a formal welcome, such as a mihi whakatau.

Options for opening a meeting could include a karakia timitanga, mihi whakatau, or powhiri as well as a karakia whakamutunga to close a meeting where appropriate.

11. Quorum

11.1. Council meetings

The quorum for a meeting of the Council is:

- (a) Half of the members physically present, where the number of members (including vacancies) is even; and
- (b) A majority of the members physically present, where the number of members (including vacancies) is odd.

LGA 2002, sch 7, cl 23(3)(a).

11.2. Committees and Subcommittee meetings

A Council sets the quorum for its Committees and Subcommittees, either by resolution or by stating the quorum in the terms of reference. Committees may set the quorums for their Subcommittees by resolution if it is not less than two members.

In the case of Subcommittees, the quorum will be two members unless otherwise stated. In the case of Committees, at least one member of the quorum must be a member of the Council.

LGA 2002, sch 7, cl 23(3)(b).

11.3. Joint Committees

The quorum at a meeting of a Joint Committee must be consistent with Standing Order 11.1. Local authorities participating in the Joint Committee may decide, by agreement, whether the quorum includes one or more members appointed by each local authority or any party.

LGA 2002, sch 7, cl 30A(6)(c).

11.4. Requirement for a quorum

A meeting is constituted where a quorum of members is present, whether or not they are all voting or entitled to vote. In order to conduct any business at a meeting, a quorum of members must be present for the whole time that the business is being considered.

LGA 2002, sch 7, cl 23(1) & (2).

11.5. Meeting lapses where no quorum

A meeting must lapse, and the Chairperson vacate the chair, if a quorum is not present within ~~45~~ 30 minutes of the advertised start of the meeting. ~~Where members are known to be travelling to the meeting, but are delayed due to extraordinary circumstance, the Chairperson has discretion to wait for a longer period.~~

Commented [TK12]: Council agreed on 30 minutes delay after advertised time

Commented [TK13]: Delete as there is no definition of extraordinary circumstances.

No business may be conducted while waiting for the quorum to be reached. Minutes will record when a meeting lapses due to a lack of a quorum, along with the names of the members who attended.

11.6. Business from lapsed meetings

Where meetings lapse the remaining business will be adjourned and be placed at the beginning of the agenda of the next ordinary meeting, unless the Chairperson sets an earlier meeting, and this is notified by the Chief Executive.

11.7. Exclusions for meetings at which no resolutions or decisions are made

For the avoidance of doubt, these Standing Orders only apply to decision-making meetings and do not apply to any non-decision-making meeting of the local authority, which has been properly constituted as a meeting under the Local Government Act 2002 or the Local Government Official Information and Meetings Act 1987.

12. Public access and recording

12.1. Meetings open to the public

Except as otherwise provided by Part 7 of LGOIMA, every meeting of the Council authority, its Committees, and Subcommittees, must be open to the public.

LGOIMA 1987, s 47 & 49(a).

12.2. Grounds for removing the public

The Chairperson may require any member of the public whose conduct is disorderly, or who is creating a disturbance, to be removed from the meeting.

If any member of the public who is required in accordance with Standing Orders to leave a meeting, refuses or fails to leave the meeting or, having left the meeting, attempts to re-enter the meeting without the permission of the Chairperson, any police officer or employee of the local authority may, at the request of the Chairperson, remove or exclude that member of the public from the meeting.

LGOIMA 1987, s 50(1).

12.3. The Council may record meetings

Meeting venues should contain clear signage indicating and informing members, officers and the public that proceedings may be recorded by the local authority and may be subject to direction by the Chairperson.

12.4. Public may record meetings

Members of the public may make electronic or digital recordings of meetings, which are open to the public. Any recording of meetings should be notified to the Chairperson at the commencement of the meeting to ensure that the recording does not distract the meeting from fulfilling its business.

Where circumstances require, the Chairperson may direct the recording to stop for a period of time.

13. Attendance

13.1. Members right to attend meetings

A member of the Council, or of a Committee of a local authority, has, unless lawfully excluded, the right to attend any meeting of the Council local authority or committee.

LGA 2002, sch 7, cl 19(2).

If a member of the Council is not an appointed member of the meeting, which they are attending, they may not vote on any matter at that meeting. However, they may, with the leave of the Chairperson, take part in the meeting's discussions.

A member attending a meeting of which they are not an appointed member is not a member of the public for the purpose of s48 of LGOIMA. Consequently, if the meeting resolves to exclude the public, then any members of the local authority who are present may remain, unless they are lawfully excluded.

Note this section does not confer any rights to non-elected members appointed to Committees of a local authority.

13.2. Attendance when a Committee is performing Judicial or Quasi-judicial functions

When a Committee is performing judicial or quasi-judicial functions, members of the local authority who are not members of that Committee are not entitled to take part in the proceedings.

13.3. Leave of Absence

A Council / Committee may grant a member leave of absence following an application from that member. The Council/ Committee may delegate the power to grant a leave of absence to the Mayor/ Chairperson in order to protect a members' privacy and the Council/ Committee may approve an application from the Mayor/ Chairperson. The Mayor/ Chairperson will advise all members of the Council/Committee whenever a member has been granted leave of absence under delegated authority. Meeting Minutes will record that a member has leave of absence as an apology for that meeting.

13.4. Apologies

A member who does not have leave of absence may tender an apology should they be absent from all or part of a meeting. The Mayor (or Chairperson) must invite apologies at the beginning of each meeting, including apologies for lateness and early departure. The meeting may accept or decline any apologies. Members may be recorded as absent on Council business where their absence is a result of a commitment made on behalf of the Council.

For clarification, the acceptance of a member's apology constitutes a grant of 'leave of absence' for that meeting.

13.5. Recording Apologies

The Minutes will record any apologies tendered before or during the meeting, including whether they were accepted or declined and the time of arrival and departure of all members.

13.6. Absent without leave

Where a member is absent from four consecutive meetings of the Council, or Committees without leave of absence or an apology being accepted (not including extraordinary or emergency meetings) then the office held by the member will become vacant. A vacancy created in this way is treated as an extraordinary vacancy.

LGA 2002, sch 7, cl 5(d).

13.7. Right to attend by Audio or Audio-visual link

Provided the conditions in Standing Orders 13.11 and 13.12 are met, members of the Council and its Committees (and members of the public for the purpose of a deputation approved by the Chairperson), have the right to attend meetings by means of an electronic link, unless they have been lawfully excluded.

13.8. Member attend meetings by Electronic link's status: Quorum

Members who attend meetings by electronic link will be counted as present for the purposes of a quorum, ~~with the consent of the Chairperson~~, subject to the activations of the ~~an~~ Endemic Preparation Order or local state of emergency.

Commented [TK14]: Correct error

LGA 2002, sch 7, cl 25A(4).

13.9. Member attend meetings by Electronic link's status: Voting

Where a meeting has a quorum, determined by the number present, the members attending by electronic link can vote on any matters raised at the meeting.

13.10. Chairperson's duties regarding attendance by Electronic link

Where the technology is available and a member is attending a meeting by audio or audio-visual link, the Chairperson must ensure that:

- (a) The technology for the link is available and of suitable quality; and
- (b) Procedures for using the technology in the meeting will ensure that:
 - i. Everyone participating in the meeting can hear each other.
 - ii. The member's attendance by audio or audio-visual link does not reduce their accountability or accessibility of that person in relation to the meeting.
 - iii. The requirements of Part 7 of LGOIMA are met; and
 - iv. The requirements in these Standing Orders are met.

LGA 2002, sch 7, cl 25A(3).

13.11. Conditions for attending by audio or audio-visual link

Noting Standing Order 13.7, the Chairperson may give approval for a member to attend meetings by electronic link, either generally or for a specific meeting. Examples of situations where approval can be given include:

- (a) Where the member is at a place that makes their physical presence at the meeting impracticable or impossible.
- (b) Where a member is unwell; and
- (c) Where a member is unable to attend due to an emergency.

13.12. Request to attend by audio or audio-visual link

Where possible, a member will give the Chairperson and the Chief Executive at least two working days' notice when they want to attend a meeting by audio or audio-visual link. Should, due to illness or emergency, this is not possible the member may give less notice.

Where such a request is made and the technology is available, the Chief Executive must take reasonable steps to enable the member to attend by audio or audio-visual link. However, the Council has no obligation to make the technology for an audio or audio-visual link available.

If the member's request cannot be accommodated, or there is a technological issue with the link, this will not invalidate any acts or proceedings of the Council or its Committees.

13.13. Chairperson may terminate link

The Chairperson may direct that an electronic link should be terminated where:

- (a) Use of the link is increasing, or may unreasonably increase, the length of the meeting.
- (b) The behaviour of the members using the link warrants termination, including the style, degree and extent of interaction between members.
- (c) It is distracting to the members who are physically present at the meeting.
- (d) The quality of the link is no longer suitable.
- (e) Information classified as confidential may be compromised (see also SO 13.16).

13.14. Giving or showing a document

A person attending a meeting by audio or audio-visual link may give or show a document by:

- (a) Transmitting it electronically.
- (b) Using the audio-visual link; or
- (c) Any other manner that the Chairperson thinks fit.

LGA 2002, sch 7, cl 25(A)(6).

13.15. Link failure

Where an audio or audio-visual link fails, or there are other technological issues that prevent a member who is attending by link from participating in a meeting, that member must be deemed to be no longer attending the meeting.

13.16. Confidentiality

A member who is attending a meeting by audio or audio-visual link must ensure that the meeting's proceedings remain confidential during any time that the public is excluded. At such a time, the Chairperson may require the member to confirm that no unauthorised people are able to view or hear the proceedings. If the Chairperson is not satisfied by the explanation, they may terminate the link.

14. Chairperson's role in meetings

14.1. Council meetings

The Mayor must preside at meetings of the Council unless they vacate the chair for a part or all of a meeting. If the Mayor is, absent from a meeting or vacates the chair, the Deputy Mayor must act as Chairperson. If the Deputy Mayor is also absent the Council members, who are present must elect a member to be the Chairperson at that meeting. This person may exercise the meeting responsibilities, duties, and powers of the Mayor for that meeting. This provision also applies to Committees and Subcommittees.

LGA 2002, sch 7, cl 26(1), (5) & (6).

14.2. Other meetings

In the case of Committees, Subcommittees and subordinate decision-making bodies, the appointed Chairperson must preside at each meeting unless they vacate the chair for all or part of a meeting. If the Chairperson is, absent from a meeting or vacates the chair, the Deputy Chairperson (if any) will act as Chairperson. If the Deputy Chairperson is also absent, or has not been appointed, the Committee members who are present must elect a member to act as Chairperson. This person may exercise the meeting responsibilities, duties and powers of the Chairperson.

LGA 2002, sch 7, cl 26(2), (5) & (6).

14.3. Addressing the Chairperson

Members will address the Chairperson in a manner that the Chairperson has determined.

14.4. Chairperson's Rulings

The Chairperson will decide all procedural questions, including points of order, where insufficient provision is made by these Standing Orders (except in cases where a point of order questions the Chairperson's ruling). Any refusal to obey a Chairperson's ruling or direction constitutes contempt (see SO 20.5).

14.5. Chairperson standing

Whenever the Chairperson stands during a debate, members are required to sit down (if required to stand to address the meeting) and be silent so that they can hear the Chairperson without interruption.

14.6. Member's right to speak

Members are entitled to speak in accordance with these Standing Orders. Members should address the Chairperson when speaking. They may not leave their place while speaking unless they have the leave of the Chairperson.

14.7. Chairperson may prioritise speakers

When two or more members want to speak, the Chairperson will name the member who may speak first. Other members who wish to speak have precedence where they intend:

- (a) Raise a point of order, including a request to obtain a time extension for the previous speaker; and / or
- (b) Move a motion to terminate or adjourn the debate; and / or
- (c) Make a point of explanation; and / or
- (d) Request the Chairperson to permit the member a special request.

15. Public Forums

Public forums are a defined period of time, usually at the start of an ordinary meeting, which, at the discretion of a meeting, is put aside for the purpose of public input. Public forums are designed to enable members of the public to bring matters of their choice, not necessarily on the meeting's agenda, to the attention of the local authority.

In the case of a Committee, or Subcommittee, any issue, idea, or matter raised in a public forum, must fall within the terms of reference of that body. Any matter raised in a public forum requiring a decision must be considered at a meeting with an ~~occupying~~ accompanying report.

Commented [TK15]: Correction of error

15.1. Time limits

A period of up to 30 minutes, or such longer time as the meeting may determine, will be available for the public forum at each scheduled local authority meeting.

Speakers can speak for up to five minutes. No more than two speakers can speak on behalf of an organisation during a public forum. Where the number of speakers presenting in the public forum exceeds six in total, the Chairperson has discretion to restrict the speaking time permitted for all presenters.

15.2. Restrictions

The Chairperson has the discretion to decline to hear a speaker or to terminate a presentation at any time where:

- (a) A speaker is repeating views presented by an earlier speaker at the same public forum.
- (b) The speaker is criticising elected members and / or staff.
- (c) The speaker is being repetitious, disrespectful, or offensive.
- (d) The speaker has previously spoken on the same issue.

- (e) The matter is subject to legal proceedings; and

The matter is subject to a hearing, including the hearing of submissions where the local authority or Committee sits in a quasi-judicial capacity.

15.3. Questions at Public Forums

At the conclusion of the presentation, with the permission of the Chairperson, elected members may ask questions of speakers. Questions are to be confined to obtaining information or clarification on matters raised by a speaker.

15.4. No resolutions

Following the public forum, no debate or decisions will be made at the meeting on issues raised during the public forum unless related to items already on the agenda.

16. Deputations

16.1. Receiving Deputations

Deputations may be received by the Council or any of its Committees provided an application for admission setting forth the subject has been lodged with the Chief Executive or Governance Staff at least two working days before the date of the meeting concerned and has been subsequently approved by the Chairperson. The Chairperson may refuse requests for deputations, which are repetitious or offensive.

The purpose of a deputation is to enable a person, group or organisation to make a presentation to a meeting on a matter or matters covered by that meeting's terms of reference. Deputations should be approved by the Chairperson, or an official with delegated authority, two working days before the meeting. Deputations may be heard at the commencement of the meeting or at the time that the relevant agenda item is being considered.

16.2. Urgency or major public interest

Notwithstanding Standing Order 15.1 where in the opinion of the Chairperson the matter, which is the subject of a deputation, is one of urgency or major public interest, the Chairperson may determine that the deputation be received.

16.3. Time limits

Speakers can speak for up to ten minutes, or longer at the discretion of the Chairperson. No more than two speakers can speak on behalf of an organisation's deputation.

16.4. Restrictions

The Chairperson has the discretion to decline to hear or terminate a deputation at any time where:

- (a) A speaker is repeating views presented by an earlier speaker at the meeting.
- (b) The speaker is criticising elected members and / or staff.
- (c) The speaker is being repetitious, disrespectful, or offensive.

- (d) The speaker has previously spoken on the same issue.
- (e) The matter is subject to legal proceedings; and
- (f) The matter is subject to a hearing, including the hearing of submissions where the local authority or Committee sits in a quasi-judicial capacity.

16.5. Questions of a Deputation

At the conclusion of the deputation, members, with the permission of the Chairperson, may ask questions of any speakers. Questions are to be confined to obtaining information or clarification on matters raised by the deputation.

16.6. Resolutions

Any debate on a matter raised in a deputation must occur at the time at which the matter is scheduled to be discussed on the meeting agenda and once a motion has been moved and seconded. Any matter raised in a deputation requiring a decision must be considered at a meeting with an ~~occupying~~ accompanying report.

Commented [TK16]: Correcting Error

17. Petitions

17.1. Form of Petitions

Petitions may be presented to the Council or any of its Committees.

Petitions must not be disrespectful, use offensive language or include malicious statements (see Standing Order 19.9 on qualified privilege). They may be written in English or te reo Māori. Petitioners planning to make a petition in te reo Māori or sign language should advise the relevant Chairperson at least two working days before the meeting to enable the petition to be translated and reprinted, if necessary.

Petitions must contain at least 5 signatures and consist of fewer than 150 words (not including signatories) and be of serious intent.

17.2. Petition presented by petitioner

A petitioner who presents a petition to the Council or any of its Committees and or Subcommittees, may speak for ten minutes (excluding questions) about the petition, unless the meeting resolves otherwise. The Chairperson must terminate the presentation of the petition if he or she believes the petitioner is being disrespectful, offensive, or making malicious statements.

Where a petition is presented as part of a deputation or public forum the speaking time limits relating to deputations or public forums shall apply. They must be received by the Chief Executive at least five working days before the meeting at which they will be presented, however, this requirement may be waived by the Chairperson.

17.3. Petition presented by member

Members may present petitions on behalf of petitioners. In doing so, members must confine themselves to presenting:

- (a) The petition.
- (b) The petitioners' statement; and
- (c) The number of signatures.

18. Exclusion of public

18.1. Motions and Resolutions to exclude the public

Members of a meeting may resolve to exclude the public from a meeting. The grounds for exclusion are those specified in s 48 of LGOIMA (see [Appendix 1](#)).

Every motion to exclude the public must be put while the meeting is open to the public, and copies of the motion must be available to any member of the public who is present. If the motion is passed the resolution to exclude the public must be in the form set out in schedule 2A of LGOIMA (see [Appendix 2](#)). The resolution must state:

- (a) The general subject of each matter to be excluded.
- (b) The reason for passing the resolution in relation to that matter.
- (c) The grounds on which the resolution is based.
- (d) The resolution will form part of the meeting's Minutes.

LGOIMA 1987, s 48.

18.2. Code of Conduct Committee

Should a Code of Conduct Committee be called, the Chairperson has the right to exclude elected members that are not directly involved in the Committee, based on LGOIMA reasons related to privacy of natural persons.

ie: The only persons recommended to be present at a Code of Conduct Committee is the Committee Panel (consisting of four elected members), the elected member whom any complaint has been laid against and the Chief Executive and minute taker. It is the discretion of the Committee Chairperson as to the presence of the Mayor or any other elected member for specific portions of the meeting that may directly relate to specific aspects of the hearing.

18.3. Specified people may remain

Where a meeting resolves to exclude the public, the resolution may provide for specified persons to remain if, in the opinion of the meeting, they will assist the meeting to achieve its purpose. Any such resolution must state, in relation to the matter to be discussed, how the knowledge held by the specified people is relevant and be of assistance.

No such resolution is needed for people who are entitled to be at the meeting, such as relevant staff and officials contracted to the Council for advice on the matter under consideration.

LGOIMA 1987, s 48(6).

18.4. Public Excluded items

The Chief Executive must place in the public-excluded section of the agenda any items that he or she reasonably expects the meeting to consider with the public excluded. The public excluded section of the agenda must indicate the subject matter of the item and the reason the public are excluded.

LGOIMA 1987, s 46A(8).

18.5. Non-disclosure of information

No member or officer may disclose to any person, other than another member, officer or person authorised by the Chief Executive, any information that has been, or will be, presented to any meeting from which the public is excluded, or proposed to be excluded.

This restriction does not apply where a meeting has resolved to make the information publicly available or where the Chief Executive has advised, in writing, that one or both of the following apply:

- (a) There are no grounds under LGOIMA for withholding the information; and
- (b) The information is no longer confidential.

18.6. Release of information from public excluded session

A local authority may provide for the release to the public of information, which has been considered during the public excluded part of a meeting.

Each public excluded meeting must consider and agree by resolution, what, if any, information will be released to the public. In addition, the Chief Executive may release information which has been considered at a meeting from which the public has been excluded where it is determined the grounds to withhold the information no longer exist. The Chief Executive will inform the subsequent meeting of the nature of the information released.

19. Voting

19.1. Decisions by Majority Vote

Unless otherwise provided for in the LGA 2002, other legislation, or Standing Orders, the acts of, and questions before, a local authority must be decided at a meeting through a vote exercised by the majority of the members that are present and voting.

LGA 2002, sch 7, cl 24(1).

19.2. Open voting

An act or question coming before the local authority must be done or decided by open voting.

LGA 2002, sch 7, cl 24(3).

19.3. Chairperson **does not have a casting vote**

The Mayor, Chairperson or any other person presiding at a meeting has a deliberative vote and, in the case of an equality of votes, has NO Casting vote.

Commented [TK17]: Correcting Error

LGA 2002, sch 7, cl 24(2).

19.4. Method of voting

The method of voting must be as follows:

- (a) The Chairperson in putting the motion must call for an expression of opinion on the voices or take a show of hands, the result of either of which, as announced by the Chairperson, must be conclusive unless such announcement is questioned immediately by any member, in which event the Chairperson will call a division;
- (b) The Chairperson or any member may call for a division instead of or after voting on the voices and / or taking a show of hands; and
- (c) Where a suitable electronic voting system is available that system may be used instead of a show of hands, vote by voices, or division, and the result publicly displayed and notified to the Chairperson who must declare the result.

19.5. Calling for a division

When a division is called the Chief Executive, or delegate must record the names of the members voting for and against the motion, and abstentions, and provide the names to the Chairperson to declare the result. The result of the division must be entered into the Minutes and include members' names and the way in which they voted.

The Chairperson may call a second division where there is confusion or error in the original division.

19.6. Restating the motion

The Chairperson may, immediately prior to any vote being taken, request the Chief Executive or the minute taker to restate the motion upon which the vote is to be taken.

19.7. Request to have votes recorded

If requested by a member, immediately after a vote the Minutes must record the member's vote or abstention. Recording any other matters, such as a members' reason for their vote or abstention, is not permitted.

19.8. Members may abstain

Any member may abstain from voting.

20. Conduct

20.1. Calling to order

When the Chairperson calls members to order they must be seated and stop speaking. If the members fail to do so, the Chairperson may direct that they should immediately leave the meeting for a specified time.

20.2. Behaviour consistent with Code of Conduct (Disrespect)

At a meeting no member may act inconsistently with their Code of Conduct or speak or act in a manner which is disrespectful of other members, staff, or the public.

20.3. Retractions and apologies

In the event of a member, or speaker, who has been disrespectful of another member or contravened the Council's Code of Conduct, the Chairperson may call upon that member, or speaker, to withdraw the offending comments, and may require them to apologise. If the member refuses to do so the Chairperson may direct that they should leave the meeting immediately for a specified time and / or make a complaint under the Code of Conduct.

20.4. Disorderly Conduct

Where the conduct of a member is disorderly or is creating a disturbance, the Chairperson may require that member to leave the meeting immediately for a specified time.

If the disorder continues, the Chairperson may adjourn the meeting for a specified time. At the end of this time, the meeting must resume in a safe space and decide, without debate, whether the meeting should proceed or be adjourned.

The Chairperson may also adjourn the meeting if other people cause disorder or in the event of an emergency or security risk.

20.5. Contempt

Where a member is subject to repeated cautions by the Chairperson for disorderly conduct the meeting may, should it so decide, resolve that the member is in contempt. Any such resolution must be recorded in the meeting's Minutes.

A member, who has been found to be in contempt and continues to be cautioned by the Chairperson for disorderly conduct, may be subject to Standing Order 20.6.

20.6. Removal from meeting

A member of the police or authorised security personnel may, at the Chairperson's request, remove or exclude a member from a meeting.

This Standing Order will apply where the Chairperson has ruled that the member should leave the meeting and the member has refused or failed to do so; or has left the meeting and attempted to re-enter it without the Chairperson's permission.

20.7. Financial conflicts of interests

Every member present at a meeting must declare any direct or indirect financial interest that they hold in any matter being discussed at the meeting, other than an interest that they may hold in common with the public.

No member may vote on, or take part in, a discussion about any matter in which they have a direct or indirect financial interest unless an exception set out in s 6 LAMIA applies to them, or the Auditor-General has granted them an exemption or declaration under s 6. (noting such exemption or declaration is valid for a period no longer than 12-months at a time).

Members with a financial interest should physically withdraw ~~themselves~~ from the table ~~unless the meeting is in public excluded in which case. It is recommended that members should leave the room until the item has been concluded.~~

Commented [TK18]: Correcting Grammar

Commented [TK19]: Amendment requested by Council

Neither the Chairperson, nor the meeting, may rule on whether a member has a financial interest in the matter being discussed. The Minutes must record any declarations of financial interests and the member's abstention from any discussion and voting on the matter.

LAMIA 1968, ss 6 & 7.

20.8. Non-financial conflicts of interests

Non-financial interests involve questions about whether the judgement of a member of a Council could be affected by a separate interest, or duty, which that member may have in relation to a particular matter. If a member considers that they have a non-financial conflict of interest in a matter they must not take part in the discussions about that matter, or any subsequent vote.

The member should physically withdraw from the table when the matter is considered. ~~It is recommended that members should leave the room until the item has been concluded.~~

Commented [TK20]: Amendment requested by Council

~~but does not need to leave the room.~~ The Minutes must record the declaration, **reason why** and member's subsequent abstention from discussion and voting.

Neither the Chairperson, nor the meeting, may rule on whether a member has a non-financial interest in the matter being discussed.

Note a Register of Interests (covering both financial and non-financial aspects) will be kept by the Chief Executive (or delegate) and reviewed at least six monthly for the Council, the Waimakariri Water Zone Committee, and all Community Boards.

20.9. Qualified privilege for meeting proceedings

Any oral statement made at any meeting of the local authority in accordance with the rules adopted by the local authority for guiding its proceedings is privileged unless the statement is proved to have been made with ill will or took improper advantage of the occasion of publication.

LGOIMA 1987, s 53.

20.10. Qualified privilege additional to any other provisions

The privilege referred to above is in addition to any other privilege, whether absolute or qualified, that applies as a result of any other enactment or rule of law applying to any meeting of the local authority.

LGOIMA 1987, s 53.

20.11. Electronic devices at meetings

Electronic devices and phones should only be used to support the business of the meeting. Where personal use is unforeseen prior to the meeting, members should seek permission from the Chairperson to leave the meeting to deal with such matters. It is not deemed good practice or indeed appropriate to convey any aspect of meeting content or decision via personal electronic devices prior to the conclusion of the meeting.

A Chairperson may require that an electronic device is switched off if:

- (a) its use is likely to distract a meeting from achieving its business, or,
- (b) a member is found to be receiving information or advice from sources ~~de~~ not present at the meeting that may affect the integrity of the proceedings.

Commented [TK21]: Correcting Error

21. General Rules of Debate

21.1. Chairperson may exercise discretion

The application of any procedural matters in this section of the Standing Orders, such as the number of times a member may speak or when a Chairperson can accept a procedural motion to close or adjourn a debate, is subject to the discretion of the Chairperson.

21.2. Time limits on speakers

The following time limits apply to members speaking at meetings:

- (a) Movers of motions when speaking to the motion – not more than ten minutes;
- (b) Movers of motions when exercising their right of reply – not more than five minutes; and
- (c) Other members – not more than five minutes.

Time limits can be extended if a motion to that effect is moved, seconded and supported by a majority of members present.

21.3. Questions to staff

During a debate members can ask staff questions about the matters being discussed on the agenda. Questions must be asked through the Chairperson, and how the question is to be dealt with is at the Chairperson's discretion.

21.4. Questions of clarification

At any point in a debate, a member may ask the Chairperson for clarification about the nature and content of the motion which is the subject of the debate and / or the particular stage the debate has reached.

21.5. Questions to be concise

Questions and answers shall be submitted as briefly and concisely as possible. No discussion shall be allowed upon any question or upon the answer.

21.6. Questions to be in writing

Questions that are not directly related to a specific matter (report) on the agenda shall be in writing and handed to the Chairperson prior to the commencement of the meeting at which they are to be asked and in time for an appropriate answer to be prepared.

21.7. Questions may be deferred

If an answer to the question cannot be given at that meeting it shall, at the discretion of the Chairperson, be placed on the agenda for the next local authority meeting.

21.8. Members may speak only once

A member may not speak more than once to a motion at a meeting of a local authority, except with permission of the Chairperson. Movers of the original motion may speak once to each amendment. Members can speak more than once to a motion at a Committee or Subcommittee meeting with the Chairperson's permission.

21.9. Limits on number of speakers

If three speakers have spoken consecutively in support of, or in opposition to, a motion, the Chairperson may call for a speaker to the contrary. If there is no speaker to the contrary, the Chairperson must put the motion after the mover's right of reply.

Members speaking must, if requested by the Chairperson, announce whether they are speaking in support of, or opposition to, a motion.

21.10. Secunder may reserve speech

A member may second a motion or amendment without speaking to it, reserving the right to speak until later in the debate.

21.11. Speaking only to relevant matters

Members may speak to any matter before the meeting; a motion or amendment which they propose; and to raise a point of order arising out of debate, but not otherwise. Members must confine their remarks strictly to the motion or amendment they are speaking to.

The Chairperson's rulings on any matters arising under this standing order are final and not open to challenge.

21.12. Reading of speeches

Members shall not read their speeches, except with the permission of the Chairperson, but may refresh their memory by reference to notes.

21.13. Personal explanation

Notwithstanding Standing Order 20.5, members may make a personal explanation with the permission of the Chairperson, provided that the matter is personal to the member, deals with fact and not derogatory in nature. Such matters may not be debated.

21.14. Explanation of previous speech

With the permission of the Chairperson, explanation of some material part of a previous speech in the same debate may be given by a member who has already spoken, but new matter may not be introduced.

The Chairperson's rulings on any matters arising under this standing order are final and not open to challenge.

21.15. Restating motions

At any time during a debate, a member may ask, for their information, that the Chairperson restate a motion and any amendments; but not in a manner, that interrupts a speaker.

21.16. Criticism of Resolutions

A member speaking in a debate may not unduly criticise the validity of any resolution, except by a notice of motion to amend or revoke the resolution.

21.17. Objecting to Words

When a member objects to any words used by another member in a speech and wants the Minutes to record their objection, they must object at the time when the words are used and before any other member has spoken. The Chairperson must order the Minutes to record the objection.

***Note** this provision does not preclude a member from making a complaint at any time during, or after, a meeting about the use of inappropriate or offensive language.*

21.18. Right of reply

The mover of an original motion has a right of reply. A mover of an amendment to the original motion does not. In their reply, the mover must confine themselves to answering previous speakers and not introduce any new matters.

A mover's right of reply can only be used once. It can be exercised either at the end of the debate on the original, substantive, or substituted motion or at the end of the debate on a proposed amendment should the mover so desire.

However, the original mover may speak once to the principal motion and once to each amendment without losing that right of reply. If a closure motion is carried, the mover of the motion may use their right of reply before the motion or amendment is put to the vote. The mover of the original motion may choose to indicate that they wish to reserve their right of reply until the closure motion.

21.19. No other member may speak

In exercising a right of reply, no other member may speak:

- (a) After the mover has started their reply.
- (b) After the mover has indicated that they want to forego this right; and
- (c) Where the mover has spoken to an amendment to the original motion and the Chairperson has indicated that he or she intends to put the motion.

21.20. Adjournment motions

The carrying of any motion to adjourn a meeting must supersede other business remaining to be disposed of. Any such business must be considered at the next meeting. Business referred to, or referred back to, a specified Committee or Community Board, is to be considered at the next ordinary meeting of that Committee or Board, unless otherwise specified.

21.21. Chairperson's acceptance of closure motions

The Chairperson may only accept a closure motion where there have been at least two speakers for and two speakers against the motion that is proposed to be closed, or the Chairperson considers it reasonable to do so.

However, the Chairperson must put a closure motion if there are no further speakers in the debate. When the meeting is debating an amendment, the closure motion relates to the amendment. If a closure motion is carried, the mover of the motion under debate has the right of reply after which the Chairperson puts the motion or amendment to the vote.

22. General procedures for speaking and moving motions

22.1. Options for speaking and moving

- (a) The mover and seconder of a motion cannot move or second an amendment.
- (b) Only members who have not spoken to the original, or substituted, motion may move or second an amendment to it.
- (c) The mover or seconder of an amendment, whether it is carried (in which case it becomes the substantive motion) or lost, cannot move or second a subsequent amendment.
- (d) Members can speak to any amendment and, provided they have not spoken to the motion or moved or seconded an amendment, they can move or second further amendments.
- (e) The meeting, by agreement of the majority of members present, may amend a motion with the agreement of the mover and seconder.

22.2. Procedure if no resolution reached

If no resolution is reached the Chairperson may accept a new motion to progress the matter under discussion.

23. Motions and Amendments

23.1. Proposing and seconding motions

All motions, and amendments moved during a debate, must be seconded (including notices of motion). The Chairperson may then state the motion and propose it for discussion. A motion should be moved and seconded before debate but after questions.

Amendments and motions that are not seconded are recorded in the Minutes as lapsed.

Note Members who move or second a motion are not required to be present for the entirety of the debate.

23.2. Motions in writing

The Chairperson may require movers of motions and amendments to provide them in writing, signed by the mover.

23.3. Motions expressed in parts

The Chairperson, or any member, can require a motion that has been expressed in parts to be decided part by part.

23.4. Substituted motion

Where a motion is subject to an amendment the meeting may substitute the motion with the amendment, provided the mover and seconder of the original motion agree to its withdrawal. All members may speak to the substituted motion.

23.5. Amendments to be relevant and not direct negatives

Every proposed amendment must be relevant to the motion under discussion. Proposed amendments cannot be similar to an amendment that has already been lost. An amendment cannot be a direct negative to the motion or the amended motion. Reasons for not accepting an amendment can include:

- (a) Not directly relevant
- (b) In conflict with a carried amendment
- (c) Similar to a lost amendment
- (d) Would negate a Committee decision if made under delegated authority
- (e) In conflict with a motion referred to the governing body by that meeting
- (f) Direct negative.

Note that amendments that are significantly different must comply with the decision-making provisions of Part 6 of the LGA 2002.

23.6. Foreshadowed Amendments

The meeting must dispose of an existing amendment before a new amendment can be moved. However, members may foreshadow to the Chairperson that they intend to move further amendments as well as the nature of the content of those amendments.

23.7. Lost amendments

Where an amendment is lost, the meeting will resume the debate on the original or substituted motion. Any member who has not spoken to that motion may speak to it, and may move or second a further amendment, provided that they have not moved or seconded the original motion or a previous amendment.

23.8. Carried amendments

Where an amendment is carried the meeting will resume the debate on the original motion as amended. This will now be referred to as the substantive motion. Members who have not spoken to the original motion may speak to the substantive motion and may move or second a further amendment to it, provided that they have not moved or seconded the original motion or a previous amendment.

23.9. Where a motion is lost

Where an amendment is lost, the meeting will resume the debate on the original or substituted motion. Any member who has not spoken to that motion may speak to it, and may move or second a further amendment, provided that they have not moved or seconded the original motion or a previous amendment. If a motion is lost the status quo will remain.

23.10. Withdrawal of motions and amendments

Once a motion or amendment, which has been seconded, has been put to, the meeting by the Chairperson the mover cannot withdraw it without the consent of the majority of the members who are present and voting.

The mover of an original motion, which has been subject to an amendment that has been moved and seconded, cannot withdraw the original motion until the amendment has either been lost or withdrawn by agreement, as above.

23.11. No speakers after reply or motion have been put

A member may not speak to any motion once:

- (a) The mover has started their right of reply in relation to the motion; and
- (b) The Chairperson started putting the motion.

23.12. Amendment once moved

When a motion has been moved and seconded, then proposed by the Chairperson for discussion, an amendment may be moved or seconded by any member who has not spoken to the motion, whether an original motion or a substituted motion, provided that they have not moved or seconded the original motion or a previous amendment. The mover or seconder of a motion for the adoption of the report of a Committee, who desires to amend any item in the report, may also propose or second an amendment.

23.13. Procedure until resolution

The procedures in Standing Orders 22.12 and 22.6 must be repeated until a resolution is adopted.

24. Revocation or Alteration of Resolutions

24.1. Member may move revocation of a decision

A member may give the Chief Executive a notice of motion for the revocation or alteration of all or part of a previous resolution of the Council, or subordinate body. The notice must set out:

- (a) The resolution or part of the resolution which the member proposes to revoke or alter.
- (b) The meeting date when the resolution was passed.
- (c) The motion, if any, which the member proposes to replace it with; and
- (d) Sufficient information to satisfy the decision-making provisions of sections 77-82 of Part 6, of the LGA 2002.

If the mover of the notice of motion is unable to provide this information, or the decision is likely to be deemed a significant decision, the notice of motion should provide that the proposal be referred to the Chief Executive for consideration and report.

A member must give notice to the Chief Executive at least five (5) working days before the meeting at which it is proposed to consider the motion. The notice is to be signed by not less than one third of the members of the local authority, including vacancies. Notice can be sent via email and include the scanned electronic signatures of members.

The Chief Executive must then give members at least two clear working days' notice in writing of the intended motion and of the meeting at which it is proposed to move such motion. If the notice of motion is lost, no similar notice of motion, which is substantially the same in purpose and effect, may be accepted within the next twelve months.

24.2. Revocation must be made by the body responsible for the decision

If a resolution is made under delegated authority by a Committee, Subcommittee or subordinate decision-making body, only that body may revoke or amend the resolution, assuming the resolution is legally made.

This provision does not prevent the body that made the delegation from removing or amending a delegation given to a subordinate body or Community Board.

LGA 2002, sch 7, cl 30(6).

24.3. Restrictions on actions under the affected resolution

Once a notice of motion to revoke or alter a previous resolution has been received no irreversible action may be taken under the resolution in question until the proposed notice of motion has been dealt with.

Exceptions apply where, in the opinion of the Chairperson:

- (a) The practical effect of delaying actions under the resolution would be the same as if the resolution had been revoked.
- (b) By reason of repetitive notices, the effect of the notice is an attempt by a minority to frustrate the will of the local authority or the Committee that made the previous resolution.

In either of these situations, action may be taken under the resolution as though no notice of motion had been given to the Chief Executive.

24.4. Revocation or alteration by resolution at same meeting

A meeting may revoke or alter a previous resolution made at the same meeting where, during the course of the meeting, it receives fresh facts or information concerning the resolution. In this situation, 75% of the members present and voting must agree to the revocation or alteration.

24.5. Revocation or alteration by recommendation in report

The local authority, on a recommendation in a report by the Chairperson, Chief Executive, or any Committee or Subcommittee, may revoke or alter all or part of a resolution passed by a previous meeting. The Chief Executive must give at least two clear working days' notice of any meeting that will consider a revocation or alteration recommendation.

LGA 2002, sch 7, cl 30(6).

25. Procedural motions

25.1. Procedural motions must be taken immediately

A procedural motion to close or adjourn a debate will take precedence over other business, except points of order and rights of reply. If the procedural motion is seconded the Chairperson must put it to the vote immediately, without discussion or debate. A procedural motion to close or adjourn debate can be taken after two speakers have spoken for the motion and two against or, in the Chairperson's opinion, it is reasonable to accept the closure motion.

25.2. Procedural motions to close or adjourn a debate

Any member who has not spoken on the matter under debate may move any one of the following procedural motions to close or adjourn a debate:

- (a) That the meeting be adjourned to the next ordinary meeting (unless the member states an alternative time and place).
- (b) that the motion under debate should now be put (a closure motion).
- (c) That the item being discussed should be adjourned to a specified time and place and not be further discussed at the meeting.
- (d) That the item of business being discussed should lie on the table and not be further discussed at this meeting; (items lying on the table at the end of the triennium will be deemed to have expired); and
- (e) That the item being discussed should be referred (or referred back) to the relevant Committee or Community Board.

A member seeking to move a procedural motion must not interrupt another member who is already speaking.

25.3. Closure motion on amendment

When an amendment to a motion is under debate, a closure motion relates to the amendment and not to the motion.

25.4. Voting on procedural motions

Procedural motions to close or adjourn a debate must be decided by a majority of all members who are present and voting. If the motion is lost no member may move a further procedural motion to close or adjourn the debate within the next 15 minutes.

25.5. Debate on adjourned items

When debate resumes on items of business that have been previously adjourned all members are entitled to speak on the items.

25.6. Remaining business at adjourned meetings

Where a resolution is made to adjourn a meeting, the remaining business will be considered at the next meeting.

25.7. Other business not superseded

The carrying of any motion to adjourn a meeting shall not supersede other business before the meeting remaining to be disposed of, and such other business is to be considered at the next meeting.

25.8. Business referred to the Council, Committee or Community Board

Where an item of business is referred (or referred back) to a Committee or Community Board, the Committee or Board will consider the item at its next meeting unless the meeting resolves otherwise.

25.9. Other types of procedural motions

The Chairperson has discretion about whether to allow any other procedural motion that is not contained in these Standing Orders.

26. Points of Order

26.1. Members may raise points of order

Any member may raise a point of order when they believe these Standing Orders have been breached. When a point of order is raised, the member who was previously speaking must stop speaking and sit down (if standing).

26.2. Subjects for points of order

A member who is raising a point of order must state precisely what its subject is. Points of order may be raised for the following subjects:

- (a) Disorder – to bring disorder to the attention of the Chairperson;
- (b) Language – to highlight use of disrespectful, offensive or malicious language;
- (c) Irrelevance – to inform the Chairperson that the topic being discussed is not the matter currently before the meeting;
- (d) Misrepresentation – to alert the Chairperson of a misrepresentation in a statement made by a member, an officer or a Council employee;
- (e) Breach of standing order – to highlight a possible breach of a standing order while also specifying which standing order is subject to the breach; and
- (f) Recording of words – to request that the Minutes record any words that have been the subject of an objection.

26.3. Contradictions

Expressing a difference of opinion or contradicting a statement by a previous speaker does not constitute a point of order.

26.4. Point of order during division

A member may not raise a point of order during a division, except with the permission of the Chairperson.

26.5. Chairperson's decision on points of order

The Chairperson may decide a point of order immediately after it has been raised or may choose to hear further argument about the point before deciding. The Chairperson's ruling on any point of order, and any explanation of that ruling, is not open to any discussion and is final.

Should a point of order concern the performance of the Chairperson, then the Chairperson will refer the point of order to the Deputy Chairperson or, if there is no Deputy, another member to hear arguments and make a ruling.

27. Notices of motion

27.1. Notice of intended motion to be in writing

Notice of intended motions must be in writing signed by the mover, stating the meeting at which it is proposed that the intended motion be considered, and must be delivered to the Chief Executive at least five clear working days before such meeting. [Notice of an intended motion can be sent via email and include the scanned electronic signature of the mover].

Once the motion is received, the Chief Executive must give members notice in writing of the intended motion at least two clear working days' notice of the date of the meeting at which it will be considered.

27.2. Refusal of notice of motion

The Chairperson may direct the Chief executive to refuse to accept any notice of motion which:

- (a) Is disrespectful or which contains offensive language or statements made with malice; or
- (b) Is not related to the role or functions of the local authority or meeting concerned; or
- (c) Contains an ambiguity or a statement of fact or opinion which cannot properly form part of an effective resolution, and where the mover has declined to comply with such requirements as the Chief Executive officer may make; or
- (d) Is concerned with matters which are already the subject of reports or recommendations from a Committee to the meeting concerned; or
- (e) Fails to include sufficient information as to satisfy the decision-making provisions of the LGA 2002, ss 77-82. If the mover of the notice of motion is unable to provide this information, or the decision is likely to be deemed a significant decision, the notice of motion should provide that the proposal is referred to the Chief Executive for consideration and report; or
- (f) Concerns a matter where decision-making authority has been delegated to a subordinate body or Community Board.

Reasons for refusing a notice of motion should be provided to the mover. Where the refusal is due to (f) the notice of motion may be referred to the appropriate Committee or Board.

27.3. Mover of notice of motion

Notices of motion may not proceed in the absence of the mover unless moved by another member authorised to do so, in writing, by the mover.

27.4. Alteration of notice of motion

Only the mover, at the time the notice of motion is moved and with the agreement of a majority of those present at the meeting, may alter a proposed notice of motion. Once moved and seconded no amendments may be made to a notice of motion.

27.5. When notices of motion lapse

Notices of motion that are not moved when called for by the Chairperson must lapse.

27.6. Referral of notices of motion

Any notice of motion received that refers to a matter ordinarily dealt with by a Committee of the local authority or Community Board must be referred to that Committee or Board by the Chief Executive.

Where notices are referred the proposer of the intended motion, if not a member of that Committee, must have the right to move that motion and have the right of reply, as if a Committee member.

27.7. Repeat notices of motion

When a motion has been considered and rejected by the local authority or a Committee, no similar notice of motion, which, in the opinion of the Chairperson, may be accepted within the next 12 months, unless signed by not less than one third of all members, including vacancies.

Where a notice of motion has been adopted by the local authority no other notice of motion which, in the opinion of the Chairperson has the same effect, may be put while the original motion stands.

When a motion has been considered and rejected by the local authority or a Committee, no similar notice of motion may be accepted within the next 12 months, unless signed by not less than one third of all members, including vacancies.

Where a notice of motion has been adopted by the local authority no other notice of motion which, in the opinion of the Chairperson has the same effect, may be put while the original motion stands.

27.8. Second repeat where notice of motion rejected

If such a repeat notice of motion as provided for in Standing Order 27.7 is also rejected by the local authority, any further notice prior to the expiration of the original period of six months must be signed by a majority of all members, including vacancies.

28. Minutes

28.1. Minutes to be evidence of proceedings

The Council, its Committees, and Subcommittees, must keep Minutes of their proceedings. These Minutes must be kept in hard or electronic copy, authorised by a Chairperson's manual or electronic signature once confirmed by resolution at a subsequent meeting. Note that the Waimakariri District Council decided that Minutes will be kept electronically rather than hard copy from October 2019, onwards.

LGA 2002, sch 7, cl. 28.

28.2. Matters recorded in Minutes

The Chief Executive must keep the Minutes of meetings. The Minutes must record:

- (a) The date, time and venue of the meeting.
- (b) The names of the members present.
- (c) The Chairperson.
- (d) Any apologies or leaves of absences.
- (e) Members absent without apology or leave of absence.
- (f) Members absent on Council business.
- (g) The arrival and departure times of members.
- (h) Any failure of a quorum.
- (i) A list of any external speakers and the topics they addressed.
- (j) A list of the items considered.
- (k) Items tabled at the meeting.
- (l) The resolutions and amendments related to those items including those that were lost, provided they had been moved and seconded in accordance with these Standing Orders.
- (m) The names of all movers, and seconders.
- (n) Any objections made to words used.
- (o) All divisions taken and, if taken, a record of each member's vote.
- (p) the names of any members requesting that their vote or abstention be recorded.
- (q) Any declarations of financial or non-financial conflicts of interest.
- (r) The contempt, censure, and removal of any members.
- (s) Any resolutions to exclude members of the public.
- (t) The time at which the meeting concludes or adjourns; and
- (u) The names of people permitted to stay in public excluded.

Note hearings under the RMA 1991, Dog Control Act 1996 and Sale and Supply of Alcohol Act 2012 may have special requirements for Minute taking.

28.3. No discussion on Minutes

The only topic that may be discussed at a subsequent meeting, with respect to the Minutes, prior to the Minutes confirmation, is their correctness. However, members may provide updates or request updates on matters arising from the minutes, after approval, however, no discussion may occur.

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28.4. Minutes of last meeting before election

The Chief Executive and the relevant Chairpersons must sign, or agree to have their digital signature inserted, the Minutes of the last meeting of the Council and Committees before the next election of members.

29. Keeping a record

29.1. Maintaining accurate records

A local authority must create and maintain full and accurate records of its affairs, in accordance with normal, prudent business practice, including the records of any matter that is contracted out to an independent contractor.

All public records that are in its control must be maintained in an accessible form, to be able to be used for subsequent reference.

Public Records Act 2002, s 17.

29.2. Method for maintaining records

If Minutes are stored electronically, the repository in which they are kept must meet the following requirements:

The provision of a reliable means of assuring the integrity of the information is maintained; and

- (a) The information is readily accessible to be usable for subsequent reference.
- (b) Contract and Commercial Law Act 2017, s 229(1).

29.3. Inspection

Whether held in hard copy or in electronic form Minutes must be available for inspection by the public.

LGOIMA 1989, s 51.

29.4. Inspection of public excluded matters

The Chief Executive must consider any request for the Minutes of a meeting, or part of a meeting, from which the public was excluded as if it is a request for official information in terms of the Local Government Official Information and Meetings Act 1987.

REFERENCED DOCUMENTS

- Commissions of Inquiry Act 1908
- Crimes Act 1961
- Contract and Law Act 2017
- Financial Markets Conduct Act 2013
- Local Authorities (Members' Interests) Act 1968 (LAMIA)
- Local Electoral Act 2001 (LEA)
- Local Government Act 1974 and 2002 (LGA)
- Local Government Official Information and Meetings Act 1987 (LGOIMA)
- Local Government (Pecuniary Interests Register) Amendment Act 2022
- Marine Farming Act 1971
- Public Records Act 2005
- Resource Management Act 1991 (RMA)
- Sale and Supply of Alcohol Act 2012
- Secret Commissions Act 1910
- Securities Act 1978

Appendix 1: Grounds to exclude the public

A local authority may, by resolution, exclude the public from the whole or any part of the proceedings of any meeting only on one or more of the following grounds:

LGOIMA 1987, Section 5

LGOIMA 1987, Section 6

That good reason exists for excluding the public from the whole or any part of the proceedings of any meeting as the public disclosure of information would be likely:

- (a) to prejudice the maintenance of the law, including the prevention, investigation, and detection of offences, and the right to a fair trial; or
- (b) to endanger the safety of any person.

LGOIMA 1987, Section 7

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to:

- (a) Protect the privacy of natural persons, including that of deceased natural persons; or
- (b) Protect information where the making available of the information would:
 - i. disclose a trade secret; or
 - ii. be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information; or,
- (ba) In the case only of an application for a resource consent, or water conservation order, or a requirement for a designation or heritage order, under the Resource Management Act 1991, to avoid serious offence to tikanga Māori, or to avoid the disclosure of the location of waahi tapu; or
- (c) Protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would:
 - i. be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied; or
 - ii. be likely otherwise to damage the public interest; or
- (d) Avoid prejudice to measures protecting the health or safety of members of the public; or
- (e) Avoid prejudice to measures that prevent or mitigate material loss to members of the public; or

- (f)(ii) Maintain the effective conduct of public affairs through –the protection of such members, officers, employees, and persons from improper pressure or harassment; ~~(Removal of (i) the free and frank expression of opinions by or between or to members or officers or employees)~~ or
- (g) Maintain legal professional privilege; or
- (h) Enable any Council holding the information to carry out, without prejudice or disadvantage, commercial activities; or
- (i) Enable any Council holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations); or
- (j) Prevent the disclosure or use of official information for improper gain or improper advantage.

Commented [SN24]: Removal of clause based on Ombudsman advice

LGOIMA 1989, Section 48

- (1) Provided that where the above section (Section 7) applies the public may be excluded unless, in the circumstances of the particular case, the exclusion of the public is outweighed by other considerations which render it desirable, in the public interest, that the public not be excluded.
 - (b) That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information, the public disclosure of which would:
 - (i) Be contrary to the provisions of a specified enactment; or
 - (ii) Constitute contempt of Court or of the House of Representatives.
 - (c) That the purpose of the whole or the relevant part of the proceedings of the meeting is to consider a recommendation made to that Council by an Ombudsman under section 30(1) or section 38(3) of this Act (in the case of a Council named or specified in Schedule 1 to this Act).
 - (d) That the exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the local authority to deliberate in private on its decision or recommendation in any proceedings to which this paragraph applies.
- (2) That the exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the Council to deliberate in private on its decision or recommendation in:
 - (a) Any proceedings before a Council where:
 - (i) A right of appeal lies to any Court or tribunal against the final decision of the Council in those proceedings; or
 - (ii) The Council is required, by any enactment, to make a recommendation in respect of the matter that is the subject of those proceedings; and
 - (b) Proceedings of a local authority exist in relation to any application or objection under the Marine Farming Act 1971.

Appendix 2: Sample resolution to exclude the public

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 whole of the proceedings of this meeting; (*Delete if not applicable*)
- The following parts of the proceedings of this meeting, namely; (*Delete if not applicable*)

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:

Meeting Item No. and subject	Reason for excluding the public	Grounds for excluding the public.
		To prevent the disclosure of information which would— <ol style="list-style-type: none"> i. be contrary to the provisions of a specified enactment; or ii. Constitute contempt of court or of the House of Representatives (s.48(1)(b)).
		To consider a recommendation made by an Ombudsman (s. 48(1)(c)).
		To deliberate in private on any proceedings where: <ol style="list-style-type: none"> i. a right of appeal lies to any Court or tribunal against the final decision of the Council/Committee in those proceedings; or ii. the local authority is required, by any enactment, to make a recommendation in respect of the matter that is the subject of those proceedings. s. 48(1)(d).
		To deliberate on proceedings in relation to an application or objection under the Marine Farming Act 1971 (s.48(1)(d)).

Meeting Item No. and subject	Reason for excluding the public	Grounds for excluding the public.
		To protect the privacy of natural persons, including that of deceased natural persons (s 7(2)(a)).
		To protect information which if public would; <ul style="list-style-type: none"> i. disclose a trade secret; or ii. unreasonably prejudice the commercial position of the person who supplied or who is the subject of the information (s 7(2)(b)).
		To avoid serious offence to Tikanga Māori, or the disclosure of the location of waahi tapu in relation to an application under the RMA 1991 for; <ul style="list-style-type: none"> • a resource consent, or • a water conservation order, or • a requirement for a designation or • an heritage order, (s 7(2)(ba)).
		To protect information which is subject to an obligation of confidence where the making available of the information would be likely to; <ul style="list-style-type: none"> i. prejudice the supply of similar information, or information from the same source, where it is in the public interest that such information should continue to be supplied; or would be likely otherwise to damage the public interest (s 7(2)(c)).
		To avoid prejudice to measures protecting the health or safety of members of the public (s 7(2)(d)).
		To avoid prejudice to measures that prevent or mitigate material loss to members of the public (s 7(2)(e)).
		To facilitate free and frank expression of opinions by or between or to members or officers or employees of any local authority, in the course of their duty (s 7(2)(f)(i)).
		To maintain the effective conduct of public affairs by protecting members or employees of the Council in the course of their duty, from improper pressure or harassment (s 7(2)(f)(ii)).

Commented [TK25]: Advised by the Ombudsman's Office that free and frank expression of opinions would no longer be considered valid enough reason to exclude public.

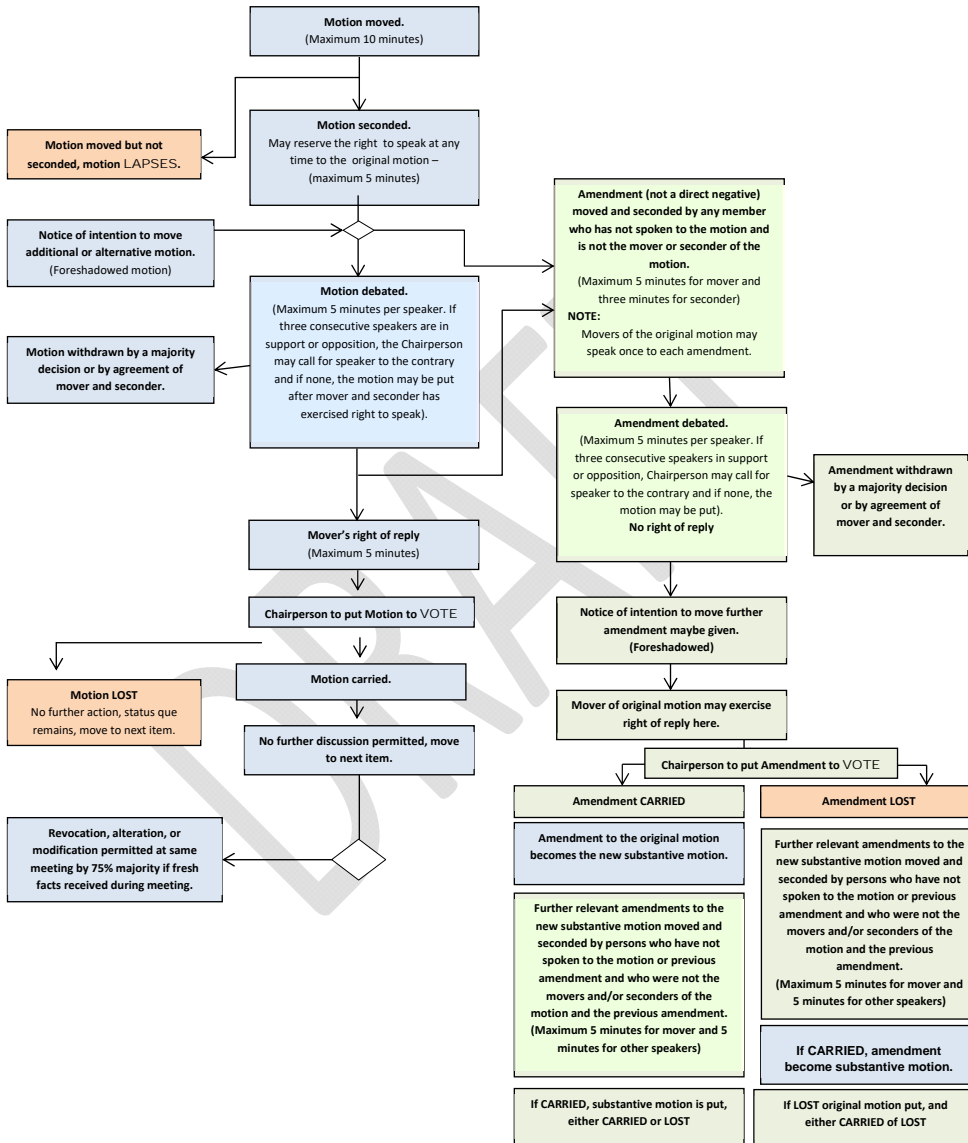
Meeting Item No. and subject	Reason for excluding the public	Grounds for excluding the public.
		To maintain legal professional privilege (s 7(2)(g)).
		To enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities (s 7(2)(h)).
		To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s 7(2)(i)).
		To prevent the disclosure or use of official information for improper gain or advantage (s. 7(2)(j))

2. That **(name of person(s))** is permitted to remain at this meeting after the public has been excluded because of their knowledge of **(specify topic under discussion)**. This knowledge, which will be of assistance in relation to the matter to be discussed, is relevant to that matter because **(specify)**. *(Delete if not applicable.)*

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Appendix 3: Motions and amendments (WDC)

Motions without amendments Motions with amendments



Appendix 4: Table of Procedural Motions

Motion	Has the Chair discretion to refuse this Motion?	Is seconder required?	Is discussion in order?	Are amendments in order?	Is mover of procedural motion entitled	Are previous participants in debate entitled to move this	Can a speaker be interrupted by the mover of this	If lost, can motion be moved after an interval?	Position if an amendment is already before the Chair	Position if a procedural motion is already before the Chair	Remarks
(a) "That the meeting be adjourned to the next ordinary meeting, or to a stated time and place"	No	Yes	No	As to time and date only	No	No	No	Yes – 15 minutes	If carried, debate on the original motion and amendment are adjourned	If carried, debate on the original motion and procedural motion are adjourned	On resumption of debate, the mover of the adjournment speaks first. Members who have spoken in the debate may not speak again
(b) "That the motion under debate be now put (closure motion)"	No	Yes	No	No	No	No	No	Yes – 15 Minutes	If carried, only the amendment is put	If carried, only the procedural motion is put	The mover of the motion under debate is entitled to exercise a right of reply before the motion or amendment under debate is put
(c) "That the item of business being discussed be adjourned to a stated time and place"	No	Yes	No	As to time and date only	No	No	NO	Yes – 15 minutes	If carried, debate on the original motion and amendment are adjourned	If carried, debate on the original motion and procedural motion are adjourned	

Motion	Has the Chair discretion to refuse this Motion?	Is seconder required?	Is discussion in order?	Are amendments in order?	Is mover of procedural motion entitled to reply?	Are previous participants in debate entitled to move this motion?	Can a speaker be interrupted by the mover of this motion?	If lost, can motion be moved after an interval?	Position if an amendment is already before the Chair	Position if a procedural motion is already before the Chair	Remarks
(d) "That the item of business being discussed does lie on the table and not be discussed at this meeting"	No	Yes	No	No	No	No	No	Yes – 15 minutes	If carried, the original motion and amendment are both laid on the table	Motion not in order	
(e) "That the item of business being discussed be referred (or referred back) to the local authority or to the relevant committee"	No	Yes	No	As to committee, time for reporting back etc only	No	No	No	Yes – 15 minutes	If carried, the original motion and all amendments are referred to the committee	If carried, the procedural motion is deemed disposed of	
(f) "Points of order"	No – but may rule against	No	Yes – at discretion of Chairperson	No	No	Yes	Yes	No	Point of order takes precedence	Point of order takes precedence	See standing order 3.14

Appendix 5: Webcasting Protocols

The provisions are intended as a good practice guide to local authorities that are webcasting meetings or planning to do so.

1. The default shot will be on the Chairperson or a wide-angle shot of the meeting room.
2. Cameras will cover a member who is addressing the meeting. Cameras will also cover other key participants in a meeting, including staff when giving advice and members of the public when addressing the meeting during the public input time.
3. Generally, interjections from other members or the public are not covered. However, if the Chairperson engages with the interjector, the interjector's reaction can be filmed.
4. PowerPoint presentations, recording of votes by division and other matters displayed by overhead projector may be shown.
5. Shots unrelated to the proceedings, or not in the public interest, are not permitted.
6. If there is general disorder or a disturbance from the public gallery, coverage will revert to the Chairperson.
7. Appropriate signage will be displayed both in and outside the meeting room alerting people that the proceedings are being web cast.

Appendix 6: Powers of a Chairperson

This Appendix sets out the specific powers given to the Chairperson contained in various parts of these Standing Orders.

Chairperson to decide all Questions

The Chairperson is to decide all questions where these Standing Orders make no provision or insufficient provision. The Chairperson's ruling is final and not open to debate.

Chairperson to decide Points of Order

The Chairperson is to decide any point of order and may do so immediately after it has been raised or may first hear further argument before deciding. The ruling of the Chairperson upon any point of order is not open to any discussion and is final. No point of order may be raised during a division except by permission of the Chairperson.

Items not on the Agenda

Major items not on the agenda may be dealt with at that meeting if so resolved by the local authority and the Chairperson explains at the meeting at a time when it is open to the public the reason why the item was not listed on the agenda and the reason why discussion of the item cannot be delayed until a subsequent meeting.

Minor matters not on the agenda relating to the general business of the local authority may be discussed if the Chairperson explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at that meeting, but no resolution, decision or recommendation may be made in respect of that item except to refer it to a subsequent meeting.

Chairperson's Report (Verbal or Written)

Commented [TK26]: Added for clarity

The Chairperson, by report, has the right to direct the attention of the local authority to any matter or subject within the role or function of the local authority.

Chairperson's Recommendation

The Chairperson of any meeting may include on the agenda for that meeting a Chairperson's recommendation regarding any item brought before the meeting. The purpose of such a recommendation is to focus debate on a suggested motion.

Chairperson's Voting

The Chairperson at any meeting has a deliberative vote and, in the case of equality of votes, has NO casting vote.

Motion in writing

The Chairperson may require the mover of any motion or amendment to submit it in writing signed by the mover.

Motion in parts

The Chairperson may require any motion expressed in parts to be decided part by part.

Notice of motion

The Chairperson may direct the Chief Executive to refuse to accept any notice of motion which:

- (a) Is disrespectful or which contains offensive language or statements made with malice; or
- (b) Is not within the scope of the role or functions of the local authority; or
- (c) Contains an ambiguity or statement of fact or opinion which cannot properly form part of an effective resolution, and the mover has declined to comply with such requirements as the Chief Executive may have made; or
- (d) Is concerned with matters which are already the subject of reports or recommendations from a committee to the meeting concerned.

Reasons for refusing a notice of motion should be provided to the proposer.

Where a notice of motion has been considered and agreed by the local authority, no notice of any other motion which is, in the opinion of the Chairperson, to the same effect may be put again whilst such original motion stands.

Action on previous resolutions

If, in the opinion of the Chairperson the practical effect of a delay in taking action on a resolution which is subject to a notice of motion, would be equivalent to revocation of the resolution; or if repetitive notices of motion are considered by the Chairperson to be an attempt by a minority to frustrate the will of the meeting, action may be taken as though no such notice of motion had been given.

Repeat notice of motion

If in the opinion of the Chairperson, a notice of motion is substantially the same in purport and effect to any previous notice of motion which has been considered and rejected by the local authority, no such notice of motion may be accepted within six months of consideration of the first notice of motion unless signed by not less than one third of the members of the local authority, including vacancies.

Revocation or alteration of previous resolution

A Chairperson may recommend in a report to the local authority the revocation or alteration of all or part of any resolution previously passed, and the local authority meeting may act on such a recommendation in accordance with the provisions in these standing orders.

Chairperson may call a meeting

The Chairperson:

- (a) May call a meeting to dispose of the business to be transacted following the lapsing of a meeting due to failure of a quorum, if such business cannot be delayed until the next meeting;
- (b) May requisition an extra meeting to be held at a specified time and place, in order to conduct specified business.

Irrelevant matter and needless repetition

The Chairperson's ruling preventing members when speaking to any motion or amendment from introducing irrelevant matters or indulging in needless repetition is final and not open to challenge.

Taking down words

The Chairperson may order words used and objected to by any member, to be recorded in the minutes, provided such objection is made at the time the words are used and not after any other members have spoken.

Explanations

The Chairperson may permit members to make a personal explanation in addition to speaking to a motion, and members who have already spoken, to explain some material part of a previous speech in the same debate.

Chairperson rising

Whenever the Chairperson rises during a debate any member then speaking or offering to speak is to be seated and members are to be silent so that the Chairperson may be heard without interruption.

Members may leave places

The Chairperson may permit members to leave their place while speaking.

Priority of speakers

The Chairperson must determine the order in which members may speak when two or more members indicate their wish to speak.

Minutes

The Chairperson is to sign the minutes and proceedings of every meeting once confirmed. The Chairperson and Chief Executive are responsible for confirming the correctness of the minutes of the last meeting of a local authority prior to the next election of members.

Questions of speakers

The Chairperson may permit members to ask questions of speakers under public forum or deputations/presentations by appointment, for the purpose of obtaining information or clarification on matters raised by the speaker.

Withdrawal of offensive or malicious expressions

The Chairperson may call upon any member to withdraw any offensive or malicious expression and may require the member to apologise for the expression.

Any member who refuses to withdraw the expression or apologise, if required by the Chairperson, can be directed to withdraw from the meeting for a time specified by the Chairperson.

Chairperson's rulings

Any member who refuses to accept a ruling of the Chairperson, may be required by the Chairperson to withdraw from the meeting for a specified time.

Disorderly behaviour

The Chairperson may:

- (a) Require any member or member of the public whose conduct is disorderly or who is creating a disturbance, to withdraw immediately from the meeting for a time specified by the Chairperson.
- (b) Ask the meeting to hold in contempt, any member whose conduct is grossly disorderly and where the meeting resolves to find the member in contempt, that resolution must be recorded in the minutes.

Failure to leave meeting

If a member or member of the public who is required, in accordance with a Chairperson's ruling, to leave the meeting, refuses or fails to do so, or having left the meeting, attempts to re-enter without the permission of the Chairperson, any member of the police or officer or employee of the local authority may, at the Chairperson's request, remove or exclude that person from the meeting.

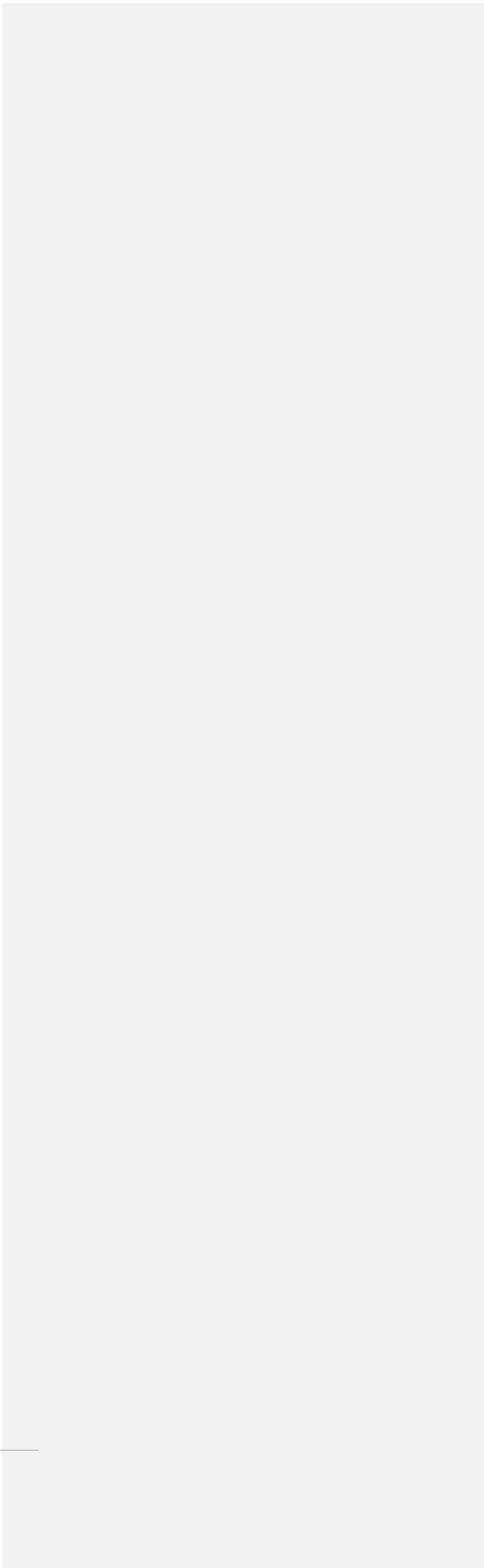
Audio- or audio-visual attendance

Where the technology is available and a member is attending a meeting by audio or audio-visual link, the Chairperson must ensure that:

- (a) The technology for the link is available and of suitable quality; and
- (b) Procedures for using the technology in the meeting will ensure that:
 - i. Everyone participating in the meeting can hear each other.
 - ii. The member's attendance by audio or audio-visual link does not reduce their accountability or accessibility in relation to the meeting.
 - iii. The requirements of Part 7 of LGOIMA are met; and
 - iv. The requirements in these Standing Orders are met.

If the Chairperson is attending by audio- or audio-visual link, then chairing duties will be undertaken by the Deputy Chairperson or a member who is physically present.

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Appendix 7: Mayors' powers to appoint under s.41A

The role of a Mayor is:

- (a) to provide leadership to councillors and the people of the city or district.
- (b) to lead development of the council's plans (including the long-term and annual plans), policies and budgets for consideration by councillors.

The Mayor has authority to:

- (a) Appoint the deputy Mayor.
- (b) Establish Council committees, their terms of reference, appoint the Chairperson of each of those committees and the members.
- (c) Appoint themselves as the Chairperson of a committee.
- (d) Decline to exercise the powers under clause a) and b) above but may not delegate those powers to another person.

The Council retains the ability to:

- (a) Remove a deputy Mayor appointed by the Mayor.
- (b) Discharge or reconstitute a committee established by the Mayor.
- (c) Discharge a committee Chairperson who has been appointed by the Mayor.

The Mayor is a member of each committee of the Council.

Appendix 8: Process for removing a Deputy Mayor from office.

1. At a meeting that is in accordance with this clause, a local authority may remove its Deputy Mayor from office.
2. If a Deputy Mayor is removed from office at that meeting, the territorial authority may elect a new deputy mayor at that meeting.
3. A meeting to remove a Deputy Mayor may be called by:
 - (a) a resolution of the territorial authority; or
 - (b) a requisition in writing signed by the majority of the total membership of the territorial authority (excluding vacancies).
4. A resolution or requisition must:
 - (a) specify the day, time, and place at which the meeting is to be held and the business to be considered at the meeting; and
 - (b) indicate whether or not, if the Deputy Mayor is removed from office, a new Deputy Mayor is to be elected at the meeting if a majority of the total membership of the territorial authority (excluding vacancies) so resolves.
5. A resolution may not be made, and a requisition may not be delivered less than 21 days before the day specified in the resolution or requisition for the meeting.
6. The Chief Executive must give each member notice in writing of the day, time, place, and business of any meeting called under this clause not less than 14 days before the day specified in the resolution or requisition for the meeting.
7. A resolution removing a Deputy Mayor carries if a majority of the total membership of the territorial authority (excluding vacancies) votes in favour of the resolution.

LGA 2002cl, sch 7, 18.

Appendix 9: Workshops/Briefings

Definition of Briefing Session

Briefing sessions provide a valuable opportunity to enhance the understanding of matters and to sound out potential options that will assist with informing future staff reports that the Council will consider in their future decision-making process. The briefing sessions are a forum for the Chief Executive and Council staff to address any elected member questions and provide additional background on matters of interest to the Council. **No decision making or voting takes place at briefing meetings. Briefing sessions are public excluded meetings,** whereby the discussion is restricted to the parties in the Chamber/room. Briefing sessions occur with consideration given to LGOIMA and reasons for excluding the public.

Definition of Workshop Session

Workshop sessions are a process for elected members, staff and where required, external parties to collaborate and develop or advance proposals such as masterplans with the organisation on topics of strategic importance and collectively develop proposals prior to the formal decision-making process commencing. **Workshop sessions are open to the public.**

Application of standing orders to workshops and briefings

Standing orders do not apply to workshops and briefings (PX). The Chairperson or organisers will decide how the workshop, briefing (PX) or working party should be conducted.

Calling a workshop/briefing

Workshops, briefings (PX) and working parties may be called by:

- (a) a resolution of the local authority or its committees
- (b) the Mayor,
- (c) a committee Chairperson or
- (d) the Chief Executive
- (e) by member or staff request.

Process for calling workshops/briefings

Regular Council briefings and workshops shall be held in accordance with the Waimakariri District Council Meeting Schedule monthly with the Council. Community Board briefings and workshops shall be held on 'an as need' basis and included on formal agendas. Notification and diary commitments will be provided to Councillors with the agenda.

The Mayor or Chief Executive may call additional briefing and workshop sessions for the Council as deemed necessary for the discussion of emerging matters, in consultation with the General Manager of the department with expertise. The Chairperson or Senior Manager may call for additional briefing or workshop sessions if required. Scheduling of such additional meetings will be undertaken by the Governance team.

The Chief Executive or Governance staff will give at least 24 hours' notice of the time and place of the workshop/briefing and the matters to be discussed at it. Notice may be given by whatever means are reasonable in the circumstances. Any notice given must expressly:

- (a) state that the meeting is a workshop or briefing (Public Excluded)
- (b) advise the date, time and place
- (c) confirm that the meeting is primarily for the provision of information and discussion, and will not make any decisions or pass any resolutions.

Advertising workshops/briefings

Briefing sessions are not advertised in newspapers.

Workshops will be advised via an agenda of a formal meeting (when time permits) and listed on the Council website under the meeting schedules, however, will not be advertised in newspapers. Notification of a workshop may occur in an agenda if the workshop immediately follows the conclusion of a formal meeting.

Record of workshop

A written record of the workshop should be kept and include:

- (a) the name of each elected member who attended the meeting.
- (b) other persons (e.g. members of the public, Council staff) who attended the meeting,
- (c) other than elected members.
- (d) the matters discussed at the meeting.
- (e) any conflicts of interest declared.
- (f) a copy of presentation material provided during the briefing (including slide decks,
- (g) handouts etc. but not confidential documents); and
- (h) any matters arising as a result of the discussion.

Appendix 10: Sample order of business

Council: Open section

- (a) Apologies
- (b) Declarations/conflicts of interest
- (c) Acknowledgements and tributes
- (d) Confirmation of Minutes
- (e) Matters Arising
- (f) Public Forum
- (g) Deputations and Presentations
- (h) Petitions
- (i) Adjourned Business
- (j) Reports
- (k) Matters referred from Committees
- (l) Matters referred from Community Boards
- (m) Health & Safety (CE Report every month)
- (n) Committee Minutes for Information
- (o) Community Board Minutes for Information
- (p) Correspondence
- (q) Mayor's Diary
- (r) Council Portfolio Updates
- (s) Questions Under Standing Orders
- (t) Urgent General Business Under Standing Orders
- (u) Matters to be considered with the public excluded
- (v) Date and Venue for next meeting

Public excluded section

- (a) Apologies
- (b) Declarations/conflicts of interest
- (c) Confirmation of Minutes
- (d) Matters Arising
- (e) Reports
- (f) Reports referred from Committees and/or Community Boards
- (g) Resolutions of matters considered in public excluded

Standing Committees

Same order as above

Appendix 11: Process for raising matters for a decision

Matters requiring a decision at a meeting, may be placed on the meeting's agenda by a:

- (a) Report of the Chief Executive;
- (b) Report of the Chairperson;
- (c) Report of a Committee;
- (d) Report of a Community Board; or
- (e) Notice of motion from a member.

Where a matter is urgent and has not been placed on an agenda, it may be brought before a meeting as extraordinary business by a:

- (a) Report of the Chief Executive; or
- (b) Report of the Chairperson.

Although out of time for a notice of motion, a member may bring an urgent matter to the attention of the meeting through the Chairperson.

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