
CHAPTER 5- LAND-USE AND INFRASTRUCTURE

Introduction

The issues and objectives within this chapter of the Canterbury Regional Policy Statement (CRPS) generally apply to all of the Canterbury region. However, many resource management issues associated with urban and rural-residential development tend to be concentrated in the Greater Christchurch area. For the Greater Christchurch area, the issues to be resolved, and the manner in which the objectives are to be implemented, are set out in Chapter 6 – Recovery and Rebuilding of Greater Christchurch.

Within this chapter, the issues, objectives and policies that relate to the Canterbury region inclusive of Greater Christchurch will be notated as 'Entire Region'; those provisions which are not relevant to Greater Christchurch will be notated as 'Wider Region'.

Accordingly, the achievement and implementation of the objectives, policies or methods in Chapter 6 – Recovery and Rebuilding of Greater Christchurch, take precedence within Greater Christchurch.

The focus of this chapter is on:

- 1. development which results in changes to urban, rural-residential and rural areas, together with the infrastructural services which support this development.*
- 2. the strategic integration of land-use and regionally significant infrastructure in the wider region.*
- 3. recognition of the importance of regionally significant infrastructure to a community's economic wellbeing, social wellbeing, health and safety; and the need to provide for its establishment, retention and enhancement, as appropriate.*

Development, including new land use, subdivision and infrastructure, results in changes in the places we work, live and associate with. Change can be positive or negative, depending on where, when and how it occurs. It can enable people and communities to provide for their social, economic and cultural well-being and can promote positive changes to the environment. However, if not appropriately managed, development can result in changes to natural and physical resources that do not promote sustainable management.

The strategic integration of land use with regionally significant infrastructure is important for the functioning of communities and economic wellbeing at the national, regional and local scale. Without effective regionally significant infrastructure the benefits of development will decline or development will result in unacceptable adverse effects on the environment. While there is a need to provide for the development, expansion and maintenance of this infrastructure, it is also important to manage how this occurs, in order to ensure the way in which it changes the environment is appropriate. The nature of the integration required will depend on the infrastructure. Not all regionally significant infrastructure may need to be integrated with land use.

Without limiting the generality of infrastructure, in the Canterbury region it includes:

- 1. Electricity generation, transmission and distribution*
- 2. Fuel distribution networks (including by pipeline, road, rail or sea)*
- 3. Main highways and roads*
- 4. Infrastructure for the irrigation of crops and pasture*

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5. *Railways*
 6. *River stopbanks and training*
 7. *Supply of potable water for communities*
 8. *Sewerage reticulation, treatment and disposal*
 9. *Stormwater drainage reticulation*
 10. *Telecommunication networks*
 11. *Transport hubs, including airports and seaports*

Some infrastructure may be of national importance, and some may have regional or local importance. Some infrastructure may be critical to communities being able to recover promptly from damage from natural hazard events.

Consistent cross-boundary jurisdictional management in addressing the adverse effects of, and on, lineal infrastructure corridors is also necessary, particularly where such infrastructure serves the region generally, despite being located outside of or in only part of it. It is also important when such infrastructure traverses site, district or regional boundaries. Matters relevant to Chapter 5 and 6 are also contained in other sections of the Regional Policy Statement. As an example, energy is addressed in Chapter 16.

5.1 ISSUES

5.1.1 ADVERSE EFFECTS OF DEVELOPMENT (WIDER REGION)

Development, including the associated use and provision of infrastructure and services, is important to enabling people and communities to provide for their social, economic and cultural well-being, but where not appropriately managed can result in significant adverse effects on the environment.

Explanation

Development, including the use and provision of infrastructure and services, particularly associated with regionally significant infrastructure, enables people and communities to provide for their social, economic and cultural well-being. However, it can result in a range of significant adverse effects on the environment. These adverse effects can occur individually or cumulatively.

The focus of the CRPS is on those matters that require an overview to achieve the integrated management of natural and physical resources. This may be because the benefits are regionally important, the consequences of development are geographically widespread or cumulative in nature, the resource affected is of importance to Canterbury, or significant interaction occurs between different resources.

The adverse effects on the environment of particular concern are:

1. the loss and degradation of Canterbury's important:
 - a. amenity values
 - b. landscape values
 - c. historic heritage values
 - d. recreational values and the associated public access

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- e. ecosystem values
 - f. indigenous vegetation and habitats of indigenous fauna values; and
 - g. estuary, river margins and wetland values;
2. the contamination of land and water bodies;
 3. the degradation of air quality;
 4. the undesirable changes to flow and level regimes of water bodies;
 5. those arising from the inefficient end-use of energy;
 6. the location of development where it is more vulnerable to impacts from natural hazards, for example, on low-lying coastal land prone to flooding and tsunami;
 7. the reduction in the rural primary productive base of Canterbury;
 8. the location of development in areas that lack the necessary infrastructure;
 9. reverse sensitivity effects and conflict between incompatible activities, for example where development including growth, limits the operation of existing and consented infrastructure;
 10. compromised access to high value aggregate resources within relatively close proximity to urban areas and in the vicinity of rural-residential development including as a result of significant reverse sensitivity effects;
 11. the loss of the relationship of Ngāi Tahu and their culture and traditions with ancestral lands, water, sites, wāhi tapu and other taonga; and
 12. the degradation of the natural character of the coastal environment.

The relationship of Ngāi Tahu and their culture and traditions with their ancestral lands, water, sites, wāhi tapu and other taonga can be adversely affected by development, particularly if it encroaches on resources of value to Ngāi Tahu, desecrates wāhi tapu and wāhi taonga or occurs over historical pā sites. Wāhi tapu areas may be associated with creation stories of tāngata whenua, a particular event (such as a battle or ceremony); it may be where the whenua (placenta) was returned to the earth, or where a certain type of valued resource is found. Wāhi tapu include kōiwi tāngata, urupā, waiwhakaheke tūpāpaku, historic pā, buried whakairo tuhituhi o neherā (archaeological and rock art sites), tohu and ana.

5.1.2 INAPPROPRIATE DESIGN, LOCATION AND FUNCTION OF DEVELOPMENT (WIDER REGION)

Growth and development, if inappropriately designed and located, can reduce the community's well-being or health and safety.

Explanation

Development can either enable or adversely affect the ability of people and communities to provide for their social, economic and cultural well-being, and health and safety. Once development is established it is likely to exist for a number of generations. Changing the form and structure of established urban, rural-residential and rural areas can be difficult and expensive. Therefore, it is important to achieve a robust form of development that is responsive in the long term to changing needs of people and communities.

Unless the design, location and function of development is carefully managed, it will not necessarily be able to:

1. respond to changes in the demographic structure of the population;
2. enable socially cohesive and resilient communities
3. improve the efficiency of energy use;
4. reduce vehicle trip frequency, trip generation and distance, and improve modal choice so as to reduce adverse effects on the environment of high energy consumption and associated discharges to air resulting from dependence on private motor vehicles;
5. make efficient use of physical resources within communities;
6. efficiently and effectively provide public infrastructure such as roads, sewerage, stormwater and potable water;
7. respond to the effects of climate change;
8. recognise the relative value of land for urban, rural-residential and rural uses;
9. recognise and avoid reverse sensitivity effects; and
10. maintain or protect people's health, well-being and amenity.

Development will be influenced by changes in household composition, as well as migration, lifestyles and economic factors. Growth is not uniform across the region as sub-regional areas have distinct social and demographic characteristics and these will affect demand, in particular for housing and service provisions. Accordingly, some sub-regional areas will be confronted with issues of accommodating growth in a manner that addresses wider growth patterns and the strategic integration of associated infrastructure. Other areas may be faced with maintaining their identity and the efficient use of infrastructure where there is minimal growth.

5.1.3 LACK OF STRATEGIC INTEGRATION (ENTIRE REGION)

There can be a lack of strategic integration of regionally significant infrastructure with land use.

Explanation

Infrastructural services and facilities, including network utilities and services, are necessary to enable people and communities (including future generations) to meet community well-being and provide for people's health and safety.

However, land-use and infrastructure require coordination and integration in order to ensure potentially significant benefits to people and the community are achieved and that the adverse effects on the environment are appropriately avoided, remedied, or mitigated and/or controlled. Consistent cross boundary jurisdictional management in addressing the adverse effects of, and on, regionally significant infrastructure, including lineal infrastructure corridors is also necessary.

If the strategic integration between land-use and infrastructure does not occur, this may result in:

1. constraints on the safe, efficient and effective, use, development and operation of regionally significant infrastructure;
2. the untimely, inefficient and costly provision of regionally significant infrastructure;
3. regionally significant infrastructure unnecessarily adversely affecting the surrounding land-uses;
4. adverse effects on the environment caused by the lack, or unsuitable provision, of appropriate infrastructure;
5. an inability to facilitate the continued growth and expansion of regionally significant infrastructure and operations; and
6. failure to realise the full, 'whole of operational life' value of investment into establishing regionally significant infrastructure.

5.1.4 LAND USE AND TRANSPORT INTEGRATION (ENTIRE REGION)

The transport system can both adversely affect, and be adversely affected by, urban and rural form.

Explanation

As well as the effects that the transport system has on the environment through its contribution to urban form, transport also has a direct impact on the environment.

The transport system impacts both positively and negatively on existing communities. Roads, motorways, ports, airports, rail, and transport hubs can have effects on people and communities. These effects can be avoided, remedied or mitigated by design and through appropriate management of both the transport system and adjoining sensitive land uses, in a manner that does not compromise the effectiveness of such transport systems.

The transport system can also bring people and communities together and enable them to provide for their social, economic and cultural wellbeing, through improved accessibility, health and safety, modal choice and the provision of efficient networks.

The transport system is a significant regional resource providing for the movement of people, goods, services and resources. Integration of land use and transport is crucial for all communities and to promote the social, cultural and economic benefits that derive from the use and development of the transport system. People and freight need to be linked into efficient regional and national transport networks. Specifically they need effective and efficient access to ports and airports as part of the transport network, and to services in cities and towns.

Land use and transport systems need to be carefully integrated, with co-ordination between infrastructure providers and other agencies responsible for regional growth and development, to ensure that transport systems can:

1. promote positive contributions to consolidated urban forms;
2. promote increased accessibility and mobility;
3. avoid or mitigate adverse effects on the environment, including on sensitive activities;
4. effectively and efficiently develop and expand; and/or
5. realise the full value of investment into establishing regionally significant infrastructure.

5.1.5 DIFFICULTY IN ESTABLISHING PAPAKĀINGA HOUSING AND MARAE (ENTIRE REGION)

Ngāi Tahu, as Tāngata whenua, have difficulty establishing papakāinga housing and marae, and ancillary activities associated with these, on ancestral land identified for such purposes.

Explanation

Papakāinga housing is a form of housing development occurring on ancestral land which provides for mana whenua to live on that land. Papakāinga housing, marae and associated ancillary activities located on ancestral land are important to enable Ngāi Tahu to maintain their culture, traditions and relationships. These activities support Ngāi Tahu, providing for their culture and well-being through living in a culturally-based way.

Further, the ability to develop papakāinga settlements and marae on Māori freehold and Māori reservation land allows tāngata whenua to exercise their relationship, culture and traditions with this land and the surrounding natural resources.

There are multiple barriers to the development of papakāinga housing and marae. These include matters which are outside the influence of this CRPS, such as: the difficulty of obtaining loans for land that is multiple-owned; different views of the various owners of multiple-owned land; the cost of development, including compliance costs; and a lack of coordinated services and advice from the courts, central government and local authorities. The issue which can be influenced by this CRPS is the inability to appropriately develop resulting from provisions in regional and district plans.

5.2 OBJECTIVES

5.2.1 Location, design and function of development (Entire Region)

Development is located and designed so that it functions in a way that:

1. achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region's growth; and
2. enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:
 - a. maintains, and where appropriate, enhances the overall quality of the natural environment of the Canterbury region, including its coastal environment, outstanding natural features and landscapes, and natural values;
 - b. provides sufficient housing choice to meet the region's housing needs;
 - c. encourages sustainable economic development by enabling business activities in appropriate locations;
 - d. minimises energy use and/or improves energy efficiency;
 - e. enables rural activities that support the rural environment including primary production;
 - f. is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;
 - g. avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure;
 - h. facilitates the establishment of papakāinga and marae; and
 - i. avoids conflicts between incompatible activities.

The following policies implement this objective:

Policy 5.3.1, Policy 5.3.2, Policy 5.3.3, Policy 5.3.4, Policy 5.3.5, Policy 5.3.6, Policy 5.3.7, Policy 5.3.8, Policy 5.3.9, Policy 5.3.10, Policy 5.3.11, Policy 5.3.12 and Policy 5.3.13

Principal reasons and explanation

Development, including papakāinga and marae, offers significant social, economic and cultural benefits for the people residing and working in Canterbury. However, it may result in environmental change that is a threat to valued natural and physical resources. Natural resources can be finite and the effects of development, particularly on land resources, can be irreversible. The effects may be direct (for example replacement of rural by urban use or the intensification of the activity) or indirect (off-site or "spill-over" effects).

The pattern of development in the region strongly influences the use of energy, whether this is as a result of the demand for transport or energy required to establish and undertake the activity. As development intensifies and spreads, the demand for transport and energy use increases.

A consolidated pattern of urban development, as the primary focus for accommodating the region's growth, together with a limitation on the extent of areas of rural-residential activity, will:

1. minimise energy use;
2. promote more sustainable forms of development;
3. encourage greater modal choice, reduced trip distances and promote healthier transport options;
4. provide for the efficient use of existing infrastructure; and
5. maintain regional identity and character.

New development also provides the opportunity to enhance the quality of the environment in appropriate circumstances, such as through the provision of open spaces, community facilities, and restoration of ecosystems.

Primary production from Canterbury's rural areas is of significance to the economic and social well-being of Canterbury's people and communities. It is foreseeable that the well-being of future generations will also be strongly influenced by the ability to continue with such primary production. It is important to manage resources and activities in rural areas so that the foreseeable potential of the rural primary base of Canterbury is maintained.

This includes maintaining the primary production resource and the efficient provision of infrastructure and use of other natural resources such as water, in appropriate locations to support primary production.

5.2.2 Integration of land-use and regionally significant infrastructure (Wider Region)

In relation to the integration of land use and regionally significant infrastructure:

1. To recognise the benefits of enabling people and communities to provide for their social, economic and cultural well-being and health and safety and to provide for infrastructure that is regionally significant to the extent that it promotes sustainable management in accordance with the RMA.
2. To achieve patterns and sequencing of land-use with regionally significant infrastructure in the wider region so that:
 - a. development does not result in adverse effects on the operation, use and development of regionally significant
 - b. adverse effects resulting from the development or operation of regionally significant infrastructure are avoided, remedied or mitigated as fully as practicable.
 - c. there is increased sustainability, efficiency and liveability.

The following policies implement this objective:

Policy 5.3.1, Policy 5.3.2, Policy 5.3.3, Policy 5.3.6, Policy 5.3.7, Policy 5.3.8, Policy 5.3.9, Policy 5.3.10, Policy 6.3.4, Policy 6.3.5 and Policy 8.3.4.

Principal reasons and explanation

Regionally significant infrastructure in the wider region is essential to enable the well-being, health and safety of people and communities and has the following characteristics:

1. it significantly contributes to the social, economic and cultural well-being of people and communities;
2. it is the subject of considerable financial investment;
3. it is unlikely to be readily replaced or duplicated; and
4. it requires integrated management with other natural and physical resources.

In relation to patterns of land-use, consideration of sequencing and costs of infrastructure development need to be factored into decision-making. These can have significant effects on efficiency and the economic well-being of communities.

Regionally significant infrastructure provides considerable economic and social benefits to the region. The nature and scale of such infrastructure is distinct to land use generally and has varying characteristics, and accordingly impacts. While the relationship between land use and regionally significant infrastructure is typically interrelated and interdependent such that the provision of infrastructure can have major implications on the sustainable pattern and sequencing of land use, some regionally significant infrastructure is of a nature that does not require it to be so closely integrated with urban areas.

When developing and using regionally significant infrastructure, it is not always practicable to 'internalise' all adverse effects on the environment. In some cases (e.g. airports, ports, and strategic road and rail corridors) the infrastructure influences the quality and use of the environment surrounding it.

Recognition of the importance of regionally significant infrastructure will lead to greater weight being given to its requirements. As a consequence, it is desirable to manage the location and form of the surrounding development, to reduce incompatibility and conflicts.

Places that improve liveability are identified in the 2005 New Zealand Urban Design Protocol as those places that provide a high quality of life where people choose to live and work. They provide attractive living environments, and offer good leisure and recreational opportunities, and they support a thriving cultural life. Liveable places provide choices in housing, work, transport and lifestyle opportunities.

5.2.3 Transport network (Wider Region)

A safe, efficient and effective transport system to meet local regional, inter-regional and national needs for transport, which:

1. supports a consolidated and sustainable urban form;
2. avoids, remedies or mitigates the adverse effects of transport use and its provision;
3. provides an acceptable level of accessibility; and
4. is consistent with the regional roading hierarchy identified in the Regional Land Transport Strategy.

The following policies implement this objective:

Policy 5.3.1, Policy 5.3.2, Policy 5.3.3, Policy 5.3.6, Policy 5.3.7, Policy 5.3.8, Policy 5.3.9, Policy 5.3.10, Policy 6.3.4, Policy 6.3.5 and Policy 16.3.1.

Principal reasons and explanation

An efficient transport system is vital to the economic prosperity of the Canterbury region, and to the well-being of its people and communities. Transport and land use are both interrelated and interdependent and should be mutually supportive. Well-designed transport systems can both service growth and development, reinforce growth and ensure efficient access to land, sea and air transport facilities.

Improvements in the regional transport network in both rural areas and existing urban areas can have impacts on the local communities that live there. One of the major impacts from increased traffic, or new roading infrastructure is severance to existing communities, as well as localised impacts of increased noise, dust and adverse amenity effects.

Where alternative means exist of meeting transport demand, environmental objectives can be achieved by giving preference to those transport choices with lower environmental effects, as well as promoting land use changes that will move towards improved accessibility for the communities it serves.

In many areas of Canterbury, where there is little sub-regional growth, and the existing urban pattern is largely developed, reliance on private motor vehicle use will remain the preferred or only realistic means of travel at least in the medium term. However, cumulative land use and transport developments should not foreclose opportunities for improvements in accessibility and modal choice.

5.3 POLICIES

5.3.1 Regional growth (Wider Region)

To provide, as the primary focus for meeting the wider region's growth needs, sustainable development patterns that:

1. ensure that any
 - a. urban growth; and
 - b. limited rural residential development

occur in a form that concentrates, or is attached to, existing urban areas and promotes a coordinated pattern of development;

2. encourage within urban areas, housing choice, recreation and community facilities, and business opportunities of a character and form that supports urban consolidation;
3. promote energy efficiency in urban forms, transport patterns, site location and subdivision layout;
4. maintain and enhance the sense of identity and character of the region's urban areas; and
5. encourage high quality urban design, including the maintenance and enhancement of amenity values.

This policy implements the following objectives:

Objective 5.2.1, Objective 5.2.2, Objective 15.2.1, Objective 16.2.1 and Objective 16.2.2

Methods**The Canterbury Regional Council:*****Will:***

1. Through the Canterbury Regional Land Transport Strategy, implement policies to integrate the development and use of the land transport network infrastructure with land-use.

Territorial authorities:***Will:***

2. Set out objectives, and policies, and may include methods in district plans which establish an approach for the integrated management of urban and zoned rural residential development with the primary focus of ensuring consolidated, well-designed and more sustainable urban patterns including the avoidance, remediation or mitigation of reverse sensitivity effects.
3. Consider methods which promote good planning, building design and urban design that give effect to the New Zealand Urban Design Protocol (2005).
4. Consider transport programmes under the Land Transport Management Act 2003 (LTMA) that promote better design and integration between land use and transport.

Local authorities:***Will:***

5. Work together where appropriate, with adjoining local authorities and with providers of regionally significant infrastructure when identifying patterns and locations of development.

Should:

6. Engage with Ngāi Tahu as Tāngata whenua, including by recognising iwi management plans, when determining Ngāi Tahu values.

Principal reasons and explanation

A consolidated form of urban and rural-residential development in and around existing cities, towns and villages is the pattern of development that will most efficiently and effectively achieve the relevant policies and objectives in the CRPS, particularly in relation to energy and infrastructure provision.

Rural residential development is typified by clusters of small allotments usually in the size range of up to 2.0 hectares zoned principally for residential activity. Rural-residential development will need to be well planned and coordinated in order to minimise adverse effects on such matters as: rural character and resources; rural infrastructure including the road network; and not foreclose development options in the vicinity of urban areas.

Existing rural residential zones adjacent to urban areas have often been developed to provide an edge to that urban area and provides a sympathetic transition between the urban area and the rural hinterland, or marks an appropriate limit to the extension of full urban development. Within the wider region it is important that areas zoned for rural residential development are located close to existing towns and villages so as to ensure efficient utility servicing and patterns of transport.

Policy 5.3.1 incorporates concepts of good urban design, and the encouragement of a range of choice within urban areas for residential and business development to meet the

diverse needs of people within the region. High quality urban design creates pleasant living environments, and improvements in amenity values, which includes management of nuisance arising from excessive traffic, noise, odours and contaminants.

In determining an appropriate direction for managing urban growth, all relevant objectives need to be considered, including water management, energy, landscape and air quality. Accordingly, it is considered that a primary focus on consolidation within, or attached to, existing urban areas presents the most appropriate means to provide for the integrated management of all of the region's resources.

Intervention to promote sustainable resource management and the integrated management of effects is undertaken for two reasons:

- a. a consolidated urban form is more likely to secure desired outcomes and sustainably manage effects; and
- b. that if left unimpeded, resulting development patterns, despite the extent and scale of growth pressures, are likely to produce adverse environmental effects, and costs to communities

Approaches for achieving integrated management of urban and rural-residential development may include identifying where and how development is to be accommodated. This can be achieved, for example, through other legislation such as under the Local Government Act 2002 or through other processes such as structure planning, particularly where there are development and growth pressures.

5.3.2 Development conditions (Wider Region)

To enable development including regionally significant infrastructure which:

1. ensure that adverse effects are avoided, remedied or mitigated, including where these would compromise or foreclose :
 - a. existing or consented regionally significant infrastructure;
 - b. options for accommodating the consolidated growth and development of existing urban areas;
 - c. the productivity of the region's soil resources, without regard to the need to make appropriate use of soil which is valued for existing or foreseeable future primary production, or through further fragmentation of rural land;
 - d. the protection of sources of water for community supplies;
 - e. significant natural and physical resources;
2. avoid or mitigate:
 - a. natural and other hazards, or land uses that would likely result in increases in the frequency and/or severity of hazards;
 - b. reverse sensitivity effects and conflicts between incompatible activities, including identified mineral extraction areas;

and
3. integrate with:
 - a. the efficient and effective provision, maintenance or upgrade of infrastructure; and
 - b. transport networks, connections and modes so as to provide for the sustainable and efficient movement of people, goods and services, and a logical, permeable and safe transport system.

This policy implements the following objectives:

Objective 5.2.1, Objective 5.2.2, Objective 5.2.3, Objective 11.2.1 Objective 15.2.1, Objective 16.2.1 and Objective 16.2.2

Methods**The Canterbury Regional Council:***Will:*

1. Through the Canterbury Regional Land Transport Strategy, implement policies to integrate the development and use of the land transport network infrastructure with land-use.
2. Set out objectives, policies and may include methods in regional plans to control the adverse effects of development on water bodies, including their value as sources of drinking water.

Territorial authorities:

Will:

3. Set out objectives and policies, and may include methods in district plans, particular to each district:
 - a. that establish a comprehensive approach to the management of the location of urban and rural-residential development within the territorial authority area, including provisions requiring consideration as to how new land use will be appropriately serviced by transport and other infrastructure; and
 - b. to avoid subdivision, use and development that does not meet the criteria set out in Policy 11.3.1 clauses (1) to (5) for known high hazard areas.

Local authorities:

Will:

4. Engage with Ngāi Tahu as Tāngata whenua, including by recognising iwi management plans, when determining Ngāi Tahu values.
5. Work together where appropriate, with adjoining local authorities and, with providers of regionally significant infrastructure when identifying patterns and locations of development.
6. Set out objectives and policies, and may include methods in regional and district plans:
 - a. that identifies regionally significant infrastructure, and recognises its economic and social benefits;
 - b. that manage the adverse effects of, and from, the installation, operation, maintenance and/or development of regionally significant infrastructure.

Principal reasons and explanation

This policy establishes the standards to be met for development within the wider region, regardless of whether such development is located within, or outside of, existing urban areas. These qualities and attributes collectively promote sustainable management of natural and physical resources and the social, cultural and economic well-being of people throughout Canterbury.

The approach in Policy 5.3.1 seeks to ensure that urban and rural residential development outside of existing urban areas is to be avoided and limited respectively, so as not to compromise the efficient form and development of existing settlements as the primary focus for meeting the region's growth needs. District plans have a role in providing an appropriate and comprehensive zoned approach to new rural-residential development and new urban development to manage effects arising from these based on the demands, constraints and opportunities within the respective districts.

The standards under Policy 5.3.2(1) address a range of the implications resulting from development that require careful management so as to avoid the potential for adverse effects. This includes the need to avoid the encroachment of sensitive activities into rural areas that may result in reverse sensitivity effects on established rural activities or regionally significant infrastructure. Regard is also to be had to the prospect of the reduced productivity of the region's soil resources, through further fragmentation or a move to a more urban character. The policies also recognise that protecting historic heritage such as historic buildings, as well as areas of high natural character and significant landscape

values are important parts of promoting sustainable development.

Policy 5.3.2(2) seeks that development should seek to avoid or mitigate natural and other hazards.

Policy 5.3.2(3) requires the integration of infrastructure with land use to ensure that adverse effects on the environment do not arise from inadequate infrastructure (such as stormwater sewerage, water or roading infrastructure). This may be achieved through infrastructure planning, land use controls, or a combination of both. The integration of transport networks and modes can promote sustainable development by enhancing accessibility and social interaction, promoting health and safety and reducing environmental impacts.

5.3.3 Management of development (Wider Region)

To ensure that substantial developments are designed and built to be of a high-quality, and are robust and resilient:

1. through promoting, where appropriate, a diversity of residential, employment and recreational choices, for individuals and communities associated with the substantial development; and
2. where amenity values, the quality of the environment, and the character of an area are maintained, or appropriately enhanced.

This policy implements the following objectives:

Objective 5.2.1, Objective 5.2.2, Objective 5.2.3, Objective 16.2.1 and Objective 16.2.2

Methods

The Canterbury Regional Council:

Should:

1. Through the Canterbury Regional Land Transport Strategy:
 - a. promote and implement policies to reduce motor vehicle transport demand, especially with respect to single occupant private motor vehicle trips and motor vehicles powered by unsustainable fuels.
 - b. support and implement programmes that make passenger transport services more effective and attractive.
 - c. support and implement policies that encourage the use of active forms of transport such as walking and cycling.
2. Promote that the New Zealand Urban Design Protocol (Ministry for the Environment, March 2005) is applied at the time of planning, assessing and undertaking urban development.

Territorial authorities:

Will:

3. Set out objectives and policies, and may include methods in district plans which, where relevant:
 - a. establish a comprehensive approach for the management of urban and rural-residential development.
 - b. ensure demonstration of accordance with this Policy for any substantial development through either:
 - i. including an outline development plan within the district plan; or otherwise
 - ii. specific provisions within the district plan to consider any substantial development, such as by way of the consideration of a concept plan;
- including by requiring applicants to provide for an outline or concept plan to be lodged at time of application.

Local authorities:

Should:

4. Co-operate to advance:
 - a. energy conservation and efficiency programmes.
 - b. growth and development planning.
 - c. the development and implementation of appropriate resource management tools and techniques.

Principal reasons and explanation

Well designed urban and rural-residential development provides for the social, economic and cultural well-being of people and communities and will meet the foreseeable needs of future generations. Design influences the manner in which development functions and relates to the wider environment. It establishes long-term patterns of resource use and character. Effectively re-designing urban and rural-residential areas is generally difficult and expensive. While this policy specifically addresses the design of substantial developments, this must occur within the context of the considerations set out in Policy 5.3.1 and Policy 5.3.2.

This policy specifically sets out to purposefully require for substantial developments consideration of design matters to ensure such development is sustainable, safe, vibrant and efficient. A 'substantial development' will be dependent on the extent, context, location and scale of growth faced by sub-regional areas, and accordingly would be more appropriately considered by district councils, as relevant. However, factors would include the provision of a considerable extent of residential housing, and/or employment opportunities, the extension of existing zoned urban areas, and more intensive development which requires significant new public infrastructure.

For incremental developments that are not identified by the territorial authority as being substantial development, the environmental qualities identified in Policy 5.3.1 apply.

High quality development provides attractive environments in which to live, work and play. This includes:

1. Protecting the important amenity values associated with existing cities, towns and villages;
2. Achieving well designed developments that integrate with natural and physical resources; and
3. Achieving opportunities for walking and cycling.

Robust development maintains or improves well-being, health and safety. This includes:

1. Integrating all the natural and physical resource requirements of a development;
2. Integrating the development into existing cities, towns and villages;
3. Implementing traffic demand management measures, as appropriate;
4. Integrating the provision for public passenger transport with development, as appropriate;
5. Enabling people to meet their day-to-day needs within the local area; and
6. Ensuring substantial development minimises risk from natural hazards.

Resilient development is able to respond to the foreseeable future needs of people and communities with the minimum change and reinvestment. This includes:

1. Enabling housing types to meet changing population structure and preferences;
2. Integrating substantial development with key transport infrastructure and opportunities;
3. Planning for the effects of climate change; and
4. Achieving energy-efficient building location, orientation and design.

Development and/or asset spending programmes provide the opportunity to modify existing urban and rural-residential areas. The policy will achieve incremental changes by

ensuring that: development is designed appropriately; development is well connected to existing areas; and due consideration is given to the broader effects (including future effects) and context of the development.

5.3.4 Papakāinga housing and marae (Entire Region)

To recognise that the following activities, when undertaken by tāngata whenua with mana whenua, are appropriate when they occur on their ancestral land in a manner that enhances their on-going relationship and culture and traditions with that land:

1. papakāinga housing;
2. marae; and
3. ancillary activities associated with the above;
And provide for these activities if:
4. adverse effects on the health and safety of people are avoided or mitigated; and
5. as a result of the location, design, landscaping and management of the papakāinga housing and marae:
 - a. adverse effects on the following are avoided, and if avoidance is not practicable, mitigated:
 - i. the important natural character values of coastal environment, wetlands, lakes, rivers and their margins;
 - ii. the values of the outstanding natural features and landscapes;
 - iii. the values of the historic heritage; and
 - iv. the values of areas of significant indigenous vegetation and habitats of indigenous fauna.
 - b. regard has been given to amenity values of the surrounding environment.

This policy implements the following objective:

Objective 5.2.1

Methods

The Canterbury Regional Council:

Should:

1. Coordinate with Te Rūnanga o Ngāi Tahu, papatipu rūnanga, and agents of the legal representatives of the beneficial owners of ancestral land when determining the effectiveness of this policy.

Territorial authorities:

Will:

2. Within 3 years of Policy 5.3.4 becoming operative, set out objectives, policies and may include methods in district plans to implement this policy, including providing for:
 - a. papakāinga housing and ancillary activities to be established on ancestral land for the occupation of one or more of the beneficial owners who all are members of the same hapū as a result of the implementation of a partition or occupation order of the Māori Land Court.
 - b. marae and ancillary activities to be established on ancestral land in accordance with a direction of the Māori Land Court:
 - i. in accordance with tikanga Māori; or
 - ii. for the use of the beneficial owners.

Local authorities:

Should:

-
3. Consult directly with the agents or the legal representatives of the beneficial owners of ancestral land on how to give effect to this policy.
 4. Together with Te Rūnanga o Ngāi Tahu, identify ancestral land of tāngata whenua with mana whenua, to inform their regional and district plans including by reference to:
 - a. The Māori Land Court's data-base recording land tenure under the Te Ture Whenua Māori Act 1993/Māori Land Act 1993.
 - b. Te Rūnanga o Ngāi Tahu data-base of ancestral land and ancestral relationships.

Principal reasons and explanation

Papakāinga housing and marae located on ancestral land are integral to the identity and development of tāngata whenua. They are one of the essential elements that denote mana whenua.

Traditionally, a range of activities occur in conjunction with papakāinga housing and marae. The traditional activities include food gathering, storage and trade, manufacturing and trade of artisan goods, and the receiving and hosting of visitors. Often these ancillary activities determined where and why papakāinga housing and marae were established.

"Ancestral land" of tāngata whenua with mana whenua is generally land that has been owned by their ancestors and is not confined to land remaining in their ownership as Māori freehold or Māori customary land in accordance with Te Ture Whenua Māori Act 1993/Māori Land Act 1993. It requires some connection between culture and traditions and the land. Continuous ownership may be a relevant factor, and the extent to which a special relationship has been claimed or recognised by Tāngata whenua with mana whenua across the generations. In each case, the effect of the proposed papakāinga housing and marae on the relationship must be considered on its merits.

The ownership rights, occupation, partitioning, alienation, and in some cases, use and development, of some forms of ancestral land is subject to Māori Land Court processes in accordance with Te Ture Whenua Māori Act 1993/Māori Land Act 1993.

Ancestral land for papakāinga housing and marae is a finite resource at (generally) fixed locations. It is predominately located in close proximity to natural resources which are highly valued by tāngata whenua, such as the coast, reflecting their strong relationship with these natural resources. Papakāinga housing and marae, together with their ancillary activities on ancestral land, allow tāngata whenua to exercise their relationship, culture and traditions with this land and the surrounding natural resources, including through exercising kaitiakitanga.

For these reasons, the development and use of papakāinga housing and marae, together with their ancillary activities, for members of the same hapū on ancestral land is generally appropriate. This is contrasted with similar physical forms of the use of land developed for different purposes under different circumstances, which may not be appropriate. These need to be considered in light of other resource management policies.

Papakāinga housing and marae, together with their ancillary activities, should not adversely affect the health and safety of people. This requires that papakāinga housing and marae are; adequately serviced for sewage and stormwater disposal and potable water, safe from natural and other forms of hazard, and do not create hazards for other people and property.

Further, any papakāinga housing and marae development must recognise and respond to the other matters of national importance set out in Section 6 of the Resource Management Act 1991 (RMA). These may influence the location, design, landscaping and management of papakāinga and marae.

Finally, it is desirable that the development of papakāinga housing and marae, together with their ancillary activities, occurs in a way that is sensitive to any adverse effects on the amenity values of adjoining activities. However, not all of the adverse effects on existing amenity values need to be avoided where this would result in the aspirations for papakāinga housing and marae being unduly compromised.

5.3.5 Servicing development for potable water, and sewage and stormwater disposal (Wider Region)

Within the wider region, ensure development is appropriately and efficiently served for the collection, treatment, disposal or re-use of sewage and stormwater, and the provision of

potable water, by:

1. avoiding development which will not be served in a timely manner to avoid or mitigate adverse effects on the environment and human health; and
2. requiring these services to be designed, built, managed or upgraded to maximise their on-going effectiveness.

This policy implements the following objective:

Objective 5.2.1

Methods

The Canterbury Regional Council:

Will:

1. Set out objectives and policies, and may include methods in regional plans which:
 - a. avoid the cumulative effects of discharges from on-site sewage treatment and disposal systems.
 - b. discourage discharges from new community sewage collection, treatment and disposal systems in circumstances where there is a suitable existing community system available.
 - c. ensure the discharges of stormwater are managed so that the impact of the development on water quantity off the site is similar to that which existed prior to the development and results in no increase of downstream flood risk.
 - d. ensure appropriate treatment of stormwater discharges occurs to avoid or mitigate inappropriate adverse effects on water quality.
 - e. ensure that the discharge of sediment in stormwater does not result in significant adverse effects on the receiving water body.
 - f. encourage and where appropriate require the progressive upgrading and development of discharges from sewage and stormwater systems, where these currently result in inappropriate adverse effects on the environment.
 - g. enable the appropriate provision of potable water.
 - h. enable water conservation and water efficiency through the collection, use and reuse of water, and alternative sewage disposal technology.
 - i. avoid, or otherwise take into account through progressively upgrading existing sewage and stormwater systems infrastructure to avoid, the cultural effects on Ngāi Tahu associated with the direct discharge of human effluent into water from such systems.
2. Collaborate with territorial authorities, Te Rūnanga o Ngāi Tahu/papatipu rūnanga, providers of the existing sewerage, stormwater and potable water infrastructure, and where appropriate the Medical Officer of Health at Community and Public Health, Canterbury District Health Board, to ensure development is appropriately served for the collection, treatment, disposal or re-use of sewage and stormwater, and the provision of potable water.

Territorial authorities:

Will:

3. Set out objectives and policies, and may include methods in district plans which:
 - a. ensure, before any rezoning of land enabling more intensive development, the development provided for by the rezoning can be efficiently and effectively served for the collection, treatment and disposal of sewage and stormwater, and the provision of potable water, in order to avoid or mitigate adverse effects on the environment and human health.
 - b. ensure that at the time of any rezoning of land enabling substantial developments which requires new public sewerage, stormwater and potable water infrastructure, an outline development plan is included within the district plan which provides sufficient space at appropriate locations for these to be provided.
 - c. ensure, at the time of subdivision and/or development, the manner in which the subdivision and/or development is to occur provides for the collection, treatment and disposal of sewage and stormwater, and the provision of potable water, in order to avoid or mitigate adverse effects on the environment and human health.

Local authorities:*Will:*

4. Engage with Ngāi Tahu as tāngata whenua, including by recognising iwi management plans, when determining Ngāi Tahu values.

Should:

5. Encourage, and may require:
 - a. water conservation and water efficiency through the collection, use and reuse of water, provided that the health of individuals or the community is not put at risk.
 - b. low environmental impact stormwater treatment and disposal systems.

Principal reasons and explanation

The provision of sewage and stormwater treatment and disposal, and the provision of potable water, are essential to the well-being and health of people and communities, and help to avoid or mitigate adverse effects on the environment. The management of stormwater and sewage is of particular cultural significance to Ngāi Tahu because of the potential for development to adversely affect their relationship with ancestral land, water, sites, wāhi tapu and other taonga.

Developments must effectively manage the disposal and treatment of sewage and stormwater recognising the receiving environment and the limitations that may exist in terms of environmental quality and the receiving capacity of the environment. Servicing, including, the provision of potable water must be considered early in the development process. This will ensure that appropriate decisions are made as to how servicing is to be achieved whether the proposed development is appropriate, and what site limitations may exist. It will also allow joint consideration of the proposal where resource consents are required from the Canterbury Regional Council and city or district councils.

Water conservation and water efficiency can be achieved through a range of methods, including reuse.

5.3.6 Sewerage, stormwater and potable water infrastructure (Wider Region)

Within the wider region:

1. Avoid development which constrains the on-going ability of the existing sewerage, stormwater and potable water supply infrastructure to be developed and used.
2. Enable sewerage, stormwater and potable water infrastructure to be developed and used, provided that, as a result of its location and design:
 - a. the adverse effects on significant natural and physical resources are avoided, or where this is not practicable, mitigated; and
 - b. other adverse effects on the environment are appropriately controlled.
3. Discourage sewerage, stormwater and potable water supply infrastructure which will promote development in locations which do not meet Policy 5.3.1.

This policy implements the following objectives:

Objective 5.2.1 and Objective 5.2.2

Methods**The Canterbury Regional Council:***Will:*

1. Set out objectives and policies, and may include methods in regional plans which enable the development and use of sewerage and stormwater infrastructure while controlling adverse effects.

Should:

-
2. Promote the efficient and effective use of sewerage, stormwater and potable water supply infrastructure, and discourage inappropriate development of infrastructure.

Territorial authorities:*Will:*

3. Set out objectives and policies, and may include methods in district plans which:
 - a. control the location of development sensitive to the effects of existing sewerage and stormwater infrastructure.
 - b. provide for the upgrading of existing, and establishment of new sewerage and stormwater infrastructure while controlling adverse
 - c. restrict the upgrading or establishment of new sewerage and stormwater infrastructure that may facilitate development in locations which do not meet Policy 5.3.1.
 - d. ensure that when any land is rezoned to enable a substantial development which requires significant new public sewerage, stormwater and potable water infrastructure, an outline development plan is included within the district plan.

Local authorities:*Will:*

4. Engage with Ngāi Tahu as Tāngata whenua, including by recognising iwi management plans, when determining Ngāi Tahu values.

Principal reasons and explanation

Sewerage, stormwater and potable water infrastructure makes important contributions to people's social, economic and cultural well-being, health and safety. Environmental health is also affected by this infrastructure.

Considerable public and private investment has been made in sewerage, stormwater and potable water infrastructure systems. It is important that land-use does not adversely affect the efficient use and development of these systems, for example, through the creation of the potential for reverse sensitivity effects in relation to odour.

Sewerage, stormwater, and potable water infrastructure can have adverse effects on the environment – for example, as a result of associated discharges to land or water, odour or amenity values. These effects are of particular cultural significance to Ngāi Tahu because of the potential to adversely affect their relationship with ancestral land, water, sites, wahi tapu and other taonga. The adverse effects can be mitigated by appropriate location, design, and operation.

Changes to the sewerage, stormwater and potable water infrastructure can facilitate development. For example, this may occur as a result of increase in capacity of existing, or provision of new, infrastructure removing environmental and financial development constraints.

5.3.7 Strategic land transport network and arterial roads (Entire Region)

In relation to strategic land transport network and arterial roads, the avoidance of development which:

1. adversely affects the safe efficient and effective functioning of this network and these roads, including the ability of this infrastructure to support freight and passenger transport services; and
2. in relation to the strategic land transport network and arterial roads, to avoid development which forecloses the opportunity for the development of this network and these roads to meet future strategic transport requirements.

This policy implements the following objectives:

Objective 5.2.1 and Objective 6.2.4

Methods**The Canterbury Regional Council:***Will:*

1. In the Canterbury Regional Land Transport Strategy identify the strategic land transport

Should:

2. Collaborate with territorial authorities, road controlling authorities and the New Zealand Transport Agency to protect the appropriate functioning of the strategic land transport network and arterial roads.

Territorial authorities:*Will:*

3. Set out objectives and policies, and may include methods in district plans which:
 - a. minimise the requirement for upgrading of the strategic land transport network by ensuring that the existing capacity of this network is efficiently used and not compromised by new development.
 - b. provide for the strategic integration of changes in land-use with the provision of any necessary strategic land transport network, recognising the availability of any necessary funding.
 - c. minimise loss of function of the strategic land transport network and other arterial roads.
 - d. support, as appropriate, the provision of public transport services.
 - e. restrict the location of connection to the existing strategic land transport network, and as necessary to other arterial roads, to those locations where adverse effects on the existing infrastructure are mitigated.
 - f. discourage the further development of the strategic land transport network if all practicable steps have not been taken by the infrastructure provider to mitigate the adverse effects on the community.

Local authorities:*Will:*

4. Engage with Ngāi Tahu as tāngata whenua, including by recognising iwi management plans, when determining Ngāi Tahu values in respect of strategic land transport networks and arterial roads.

Should:

5. Worktogether, including with neighbouring district and regional councils that adjoin the Canterbury Region, to adopt a consistent approach in relation to cross boundary issues for strategic land transport networks.
6. Engage with the NZ Transport Agency to protect the appropriate functioning of the strategic landtransport network.

Principal reasons and explanation

The policy applies across all the Canterbury Region. This is in direct recognition of the integrated nature of the transport system.

The strategic transport network and other arterial roads provide essential transport services to meet present and future regional, inter-regional and national transport needs,

including supporting passenger and freight transport services. This infrastructure needs protection from adverse effects which undermine its ability to safely and efficiently enable those services to be provided. Canterbury's strategic regional land transport network consists of: the strategic road network, the strategic freight hubs and the rail network. In addition, other arterial roads are a locally important part of Canterbury's transport network.

Community needs are changing. Therefore existing transport infrastructure and land transport corridors within which future expansion of infrastructure can be accommodated needs to be safeguarded.

5.3.8 Land use and transport integration (Wider Region)

Integrate land use and transport planning in a way:

1. that promotes:
 - a. the use of transport modes which have low adverse effects;
 - b. the safe, efficient and effective use of transport infrastructure, and reduces where appropriate the demand for transport;
2. that avoids or mitigates conflicts with incompatible activities; and
3. where the adverse effects from the development, operation and expansion of the transport system:
 - a. on significant natural and physical resources and cultural values are avoided, or where this is not practicable, remedied or mitigated; and
 - b. are otherwise appropriately controlled.

This policy implements the following objectives:

Objective 5.2.1, Objective 5.2.2 and Objective 5.2.3

Methods

The Canterbury Regional Council:

Will:

1. Set out objectives and policies, and may include methods in regional plans which:
 - a. avoid development impacts on the efficient functioning of transport infrastructure.
 - b. enable the appropriate upgrading of existing and establishment of new transport infrastructure.
 - c. promote transport modes which have low adverse environmental effects.

Territorial authorities:

Will:

2. Set out objectives, policies and/or methods in district plans which:
 - a. avoid land-uses that may result in adverse reverse sensitivity effects on transport infrastructure.
 - b. enable the appropriate upgrading of existing and establishment of new transport infrastructure.
 - c. address the interaction between land use and the transport system, including high traffic generators and the promotion of accessibility and modal choice as appropriate.
 - d. promote transport modes which have low adverse environmental effects.

Local authorities:

Should:

3. Engage with developers to promote accessibility and modal choice for substantial developments.
4. Engage with the NZ Transport Agency to protect the appropriate functioning of the strategic land and transport network.

Principal reasons and explanation

As the region grows, the transport network inclusive of road, rail, air and sea-based transportation infrastructure, will be required to increase capacity to service this growth. Roothing, walking and cycling networks, and appropriate public transport infrastructure can greatly assist in not only improving access and mobility of people and communities, but can also assist in achieving broader environmental objectives in terms of emissions, noise and safety.

Many sub-regional areas will not experience significant growth that would efficiently and effectively justify significant changes to increase modal choice and accessibility for their entire community. However, cumulative land use and transport developments should not foreclose such opportunities.

The operation, maintenance and future development of the transport system can be significantly constrained by the adverse environmental impact of encroaching activities and development. Identifying appropriate standards to limit incompatible activities would ensure that non-compatible land uses are avoided or the effects are otherwise mitigated to ensure the on-going operation, maintenance, upgrading and development of significant transport infrastructure is not compromised.

Policy 5.3.8 recognises the need for planning for growth and development and the provision of local, regional and national transport infrastructure to proceed side-by-side in a coordinated and integrated way. This is to ensure that necessary growth and development is properly and appropriately serviced and also to ensure that unsustainable demands are not placed on existing transport infrastructure. If this integration does not occur there is the potential for growth and development to be constrained or directed to less favourable areas with associated social, economic and environmental costs.

5.3.9 Regionally significant infrastructure (Wider Region)

In relation to regionally significant infrastructure (including transport hubs):

1. avoid development which constrains the ability of this infrastructure to be developed and used without time or other operational constraints that may arise from adverse effects relating to reverse sensitivity or safety;
2. provide for the continuation of existing infrastructure, including its maintenance and operation, without prejudice to any future decision that may be required for the ongoing operation or expansion of that infrastructure; and
3. provide for the expansion of existing infrastructure and development of new infrastructure, while:
 - a. recognising the logistical, technical or operational constraints of this infrastructure and any need to locate activities where a natural or physical resource base exists;
 - b. avoiding any adverse effects on significant natural and physical resources and cultural values and where this is not practicable, remedying or mitigating them, and appropriately controlling other adverse effects on the environment; and
 - c. when determining any proposal within a sensitive environment (including any environment the subject of section 6 of the RMA), requiring that alternative sites, routes, methods and design of all components and associated structures are considered so that the proposal satisfies sections 5(2)(a) – (c) as fully as is practicable.

This policy implements the following objectives:

Objective 5.2.1, Objective 5.2.2 and Objective 5.2.3

Methods

The Canterbury Regional Council:

Will:

1. Set out objectives and policies, and may include methods in regional plans which:

-
- a. provide for regionally significant infrastructure by reducing constraints on their efficient and effective operation, maintenance and upgrade.
 - b. avoid development that may impact on regionally significant infrastructure.
 - c. avoid, remedy or mitigate the adverse effects of regionally significant infrastructure on the environment.

Should:

2. Collaborate with territorial authorities, the New Zealand Transport Agency representatives of Timaru Airport and maritime facilities at Kaikōura and Timaru as well as representatives of the surrounding communities to protect the appropriate functioning of such regionally significant infrastructure.
3. Collaborate with territorial authorities, and where appropriate operators of identified transport hubs and representatives of the surrounding communities to protect the appropriate functioning of identified transport hubs.

Territorial authorities:

Will:

4. Set out objectives and policies, and may include methods in district plans which:
 - a. avoid sensitive and incompatible land-uses within proximity of identified transport hubs and regionally significant infrastructure where the quality of current or future environment is incompatible with the health requirements and amenity value expectations of people adjacent or within part of the receiving environment of activities undertaken by regionally significant infrastructure.
 - b. avoid land-uses that directly adversely affect the safe operation of regionally significant infrastructure.
 - c. avoid, remedy or mitigate the adverse effects of regionally significant infrastructure on the environment.

Principal reasons and explanation

Regionally significant infrastructure including transport hubs and the Timaru Airport and maritime facilities at Kaikōura and Timaru is important for the social and economic well-being of Canterbury. Such facilities provide for the effective movement of people and goods within, into and out of Canterbury, creating important connections between people, places and markets.

When developing, modifying, maintaining and operating regionally significant infrastructure, it is not always practicable, or feasible to internalise all adverse effects on the environment. This often influences the quality and character of the environment surrounding such activities. Consequently, care is needed in terms of avoiding, or managing development that if located within the receiving environment of such facilities may affect their efficient and effective operation and development.

Development may result in activities which are incompatible with the efficient use and development of regionally significant infrastructure. These may be incompatible because they:

1. require a quality, character or type of environment which cannot be reasonably achieved in close proximity to such activities
2. create features which adversely affect the operation and safety of such activities.

Development sensitive to the effects of regionally significant infrastructure, particularly for residential uses, are to be avoided if they may result in the development and use of such facilities being constrained. Often sensitivity arises because the development is incompatible with the noise generated within, or by the facility, including associated activities such as freight storage and movement, especially night time operations.

For the Timaru Airport, sensitive activities within close proximity to the airfield would be impacted by overflying planes and glare from airport and approach path lighting which may lead to issues surrounding the safe and efficient functioning of airport operations. For maritime facilities, incompatible activities may also adversely affect operations and safety by

creating the potential for conflict between port operations and recreational users in or near shipping zones.

The policy also seeks to avoid development in the vicinity of the Timaru Airport which may directly constrain its development and use. This typically relates to matters which constrain the Airport's safe operation, and includes development underneath the airport's approach and departure paths.

Regionally significant infrastructure will be required to minimise its adverse effects on the surrounding environment to the extent practicable. This includes: managing interfaces to surrounding development to reduce impacts on amenity values; implementing measures to control noise; and ensuring that there is appropriate provision for the necessary management of hazardous substances and stormwater.

5.3.10 Telecommunication infrastructure (Wider Region)

Within the wider region:

1. Avoid development which constrains the ability of telecommunication infrastructure in Canterbury to be developed and used.
2. Enable telecommunication infrastructure to be developed and used provided that, as a result of its location and design;
 - a. the adverse effects on significant natural and physical resources and cultural values are avoided, or where this is not practicable, remedied, mitigated; and
 - b. other adverse effects on the environment are appropriately controlled.

This policy implements the following objectives:

Objective 5.2.1 and Objective 5.2.2

Methods

The Canterbury Regional Council:

Will:

1. Set out objectives and policies, and may include methods in regional plans which:
 - a. avoid development on the beds of lakes and rivers that impact on the efficient functioning of telecommunication infrastructure.
 - b. enable the appropriate upgrading of existing and establishment of new telecommunication infrastructure.

Should:

2. Collaborate with territorial authorities and the telecommunications industry to protect the appropriate functioning of telecommunication infrastructure.

Territorial authorities:

Will:

3. Set out objectives and policies, and may include methods in district plans which:
 - a. avoid land-uses that may result in adverse reverse sensitivity effects on telecommunication infrastructure.
 - b. enable the appropriate upgrading of existing and establishment of new telecommunication infrastructure.
 - c. avoid, remedy, mitigate or offset the adverse effects of telecommunication infrastructure on the environment.

Local authorities:

Should:

-
4. Engage with Ngāi Tahu as tāngata whenua, including by recognising iwi management plans, when determining Ngāi Tahu values in respect of telecommunication infrastructure.

Principal reasons and explanation

Telecommunication services make important contributions to people's economic and social well-being, health and safety. Considerable public and private investment has been made in telecommunications systems. It is not reasonably foreseeable that these systems will become redundant or be replaced.

It is important that land-use does not adversely affect the efficient operation and development of these systems. Further, new telecommunication infrastructure can have adverse effects on the environment. These can be minimised by appropriate location and design.

5.3.11 Community-scale irrigation, stockwater and rural drainage infrastructure (Wider Region)

In relation to established and consented community-scale irrigation, stockwater and rural drainage infrastructure:

1. Avoid development which constrains the ability of this infrastructure in Canterbury to be operated, maintained and upgraded;
2. Enable this infrastructure to be operated, maintained and upgraded in Canterbury to more effectively and efficiently transport consented water provided that, as a result of its location and design:
 - a. The adverse effects on significant natural and physical resources and cultural values are avoided, or where this is not practicable, mitigated; and
 - b. other adverse effects on the environment are appropriately managed.

This policy implements the following objective:

Objective 5.2.1 and Objective 5.2.2

Methods**The Canterbury Regional Council:**

Will:

1. Set out objectives and policies, and may include methods in regional plans which:
 - a. avoid development that unnecessarily impacts on the functioning of existing and consented community-scale irrigation, stockwater and rural drainage infrastructure.
 - b. provide for the appropriate upgrading of existing and consented community-scale irrigation, stockwater and rural drainage infrastructure.
2. Collaborate with Te Rūnanga o Ngāi Tahu/papatipu rūnanga, territorial authorities, and the rural community and representatives to protect the appropriate functioning of established community-scale irrigation, stockwater and rural drainage infrastructure.

Territorial authorities:

Will:

3. Set out objectives and policies, and may include methods in district plans which:
 - a. avoid development that unnecessarily impacts on the functioning of existing and consented community-scale irrigation, stockwater and rural drainage infrastructure.
 - b. provide for the appropriate upgrading of existing and consented community-scale irrigation, stockwater and rural drainage infrastructure.
 - c. avoid, remedy or mitigate the adverse effects of existing and consented community-scale irrigation, stockwater and rural drainage infrastructure on the environment.

Local authorities:

Should:

-
4. Engage with Ngāi Tahu as tāngata whenua, including by recognising iwi management plans, when determining Ngāi Tahu values.

Will:

5. Set out objectives and policies, and may include methods in regional and district plans which: avoid, remedy or mitigate the adverse effects of existing and consented community-scale irrigation, stockwater and rural drainage infrastructure on the environment.

Principal reasons and explanation

Existing and consented community-scale irrigation, stockwater and rural drainage infrastructure are important to Canterbury's rural economy. They contribute significantly to Canterbury's well-being, are the subject of considerable public and private financial investment, and are unlikely to be readily replaced or duplicated.

Policy 5.3.11 is limited to existing and consented community-scale irrigation, community-scale stockwater and community-scale rural drainage infrastructure. In this context established means that infrastructure that is present in the environment.

The focus of the policy is on infrastructure, not the associated resource consents to take, use, dam or divert water. The resource management issues, objectives, policies or methods relating to water are found in Chapter 7 - Fresh Water.

The ongoing functioning of existing and consented community-scale irrigation, stockwater and rural drainage infrastructure is dependent on the infrastructure continuing to provide effective and efficient conveyance of water. This is influenced by:

1. the ongoing management of the infrastructure itself, including the efficiency of the infrastructure to transport the existing consented water; and
2. the surrounding land-uses affecting the ability of the infrastructure to be efficiently and effectively used.

5.3.12 Rural production (Wider Region)

Maintain and enhance natural and physical resources contributing to Canterbury's overall rural productive economy in areas which are valued for existing or foreseeable future primary production, by:

1. avoiding development, and/or fragmentation which;
 - a. forecloses the ability to make appropriate use of that land for primary production; and/or
 - b. results in reverse sensitivity effects that limit or precludes primary production.
2. enabling tourism, employment and recreational development in rural areas, provided that it:
 - a. is consistent and compatible with rural character, activities, and an open rural environment;
 - b. has a direct relationship with or is dependent upon rural activities, rural resources or raw material inputs sourced from within the rural area;
 - c. is not likely to result in proliferation of employment (including that associated with industrial activities) that is not linked to activities or raw material inputs sourced from within the rural area; and
 - d. is of a scale that would not compromise the primary focus for accommodating growth in consolidated, well designed and more sustainable development patterns.

and;

3. ensuring that rural land use intensification does not contribute to significant cumulative adverse effects on water quality and quantity.

This policy implements the following objectives:

Objective 5.2.1 and Objective 15.3.1

Methods

The Canterbury Regional Council:

Should:

1. Identify soil resources of importance and collaborate with territorial authorities, Te Rūnanga o Ngāi Tahu/pātipu rūnanga and other stakeholders to identify appropriate management methods in relation to those soil resources.

Territorial authorities:

Will:

2. Set out objectives and policies, and may include methods in district plans which:
 - a. identify areas to be used for primary production, taking into account natural resources through appropriate provisions in district plans.
 - b. control the adverse effects of subdivision and land-use in rural areas, including by:
 - i. ensuring subdivision and development does not foreclose the ability to utilise natural resources such as soil which is, or foreseeably could be, valued for rural productive purposes.
 - ii. ensuring appropriate separation between consented and permitted rural productive activities and those land-uses which may result in reverse sensitivity effects on rural productive activities.
 - iii. managing the interface between the edge of environments sensitive to the effects of rural production activities and areas in productive use to reduce
 - iv. specifying appropriate provisions to manage tourism, employment, and recreational development in rural areas consistent and compatible with rural values and resources, an open rural environment and a consolidated approach to development patterns.
 - v. specifying appropriate controls on rural land-use including subdivision intensification, infrastructure provision and waterway setbacks to manage effects on water quality.

Principal reasons and explanation

The rural productive base of Canterbury is essential to the economic, cultural and social well-being of its people and communities. Enabling the use of natural and physical resources to maintain the rural productive base is a foreseeable need of future generations.

The ability to appropriately utilise natural resources is a vital element in supporting the efficient and effective rural productive activities. These natural resources include soil, the growing medium for food for animals and for many horticultural and arable crops. Different soils are valued for different reasons. Versatile soils (Classes I and II under the Land-use Capability Classification System) are that part of the soil resource that will support the widest range of productive uses with the least inputs. Soils with lower versatility can be valued for other rural productive activities, such as vineyards.

The policy seeks the management of those areas of rural Canterbury for which inherent characteristics and location meaningfully contribute, or will foreseeably contribute, to the rural productive economy of Canterbury. Generally this means that, notwithstanding the current use of these soils, options for their future use for rural productive purposes should not be unnecessarily foreclosed.

Subdivision and land-use change in identified rural productive areas, for instance to create new urban and rural-residential development, can lead to new environmental requirements that are incompatible with rural production. For example, a new housing subdivision may create new requirements for a neighbouring farm to prevent spray drift of agrichemicals. When this occurs, the rural productive activities can be limited in a way that reduces efficiency, and may even cease. This is an example of 'reverse sensitivity

effects’.

In order to maintain the rural productive base of Canterbury, separation and management of the interface between rural production and other activities sensitive to the effects of rural production, is necessary.

A number of recreational, employment and tourist activities are already established in the rural area, and contribute to the regions social and economic well-being. Recreational, employment and tourist activities can be consistent and compatible with an open space rural environment, where landscape values and the productivity of the region’s soil resources are maintained and reverse sensitivity effects avoided or mitigated.

Rural based employment, including industrial activities such as those that involve a raw material or product that is derived from the rural area (such as dairy factories or timber yards), as opposed to general industrial activities, contribute greatly to rural employment and are directly linked with primary rural production. Accordingly, the effects of such rural based employment, especially where these are of a small scale, or remain consistent and compatible with an open space rural environment, where landscape values are maintained, and reverse sensitivity effects are avoided, are generally anticipated within the region’s rural areas.

5.3.13 Spread of wilding trees (Wider Region)

Avoid, or minimise as far as practicable, the risk of wilding tree spread, through the location of planting, design of planting, species selection and management, once planting has occurred.

This policy implements the following objective:

Objective 5.2.1, Objective 9.2.1, Objective 12.2.1 and Objective 12.2.2

Methods

The Canterbury Regional Council:

The Canterbury Regional Council:

Should:

1. Collaborate with territorial authorities, landowners and forestry managers to implement wilding tree spread avoidance measures by:
 - a. the choice of planting sites;
 - b. the choice of tree species;
 - c. plantation design;
 - d. the implementation of land management regimes in areas at risk of wilding tree spread from new plantings.
2. Include provisions in a Regional Pest Management Strategy to assist in avoiding the risk of wilding tree spread, including consideration of specific non-regulatory methods such as rates relief, monitoring, and dissemination of information/education, that may assist parties in controlling the further spread of wilding trees.

Territorial authorities:

Will:

3. Set out objectives and policies, and may include methods in district plans which minimise the risk of wilding tree spread.

Principal reasons and explanation

Wilding trees are self-sown exotic trees, especially coniferous species. New or replacement forestry tree plantings can cause similar, and exacerbate any existing, adverse effects of wilding tree spread. Therefore, it is appropriate to manage the risk of wilding tree spread from new forestry plantations.

Canterbury is adversely affected by existing wilding tree spread. Within most river catchments there is some wilding spread. The worst affected areas are the Mackenzie basin, the Rakaia and Waimakariri river catchments, and the Amuri Range near Hanmer Springs. This existing wilding conifer tree spread issue is managed as a pest issue primarily under the Regional Pest Management Strategy. Considerable public and private financial and human resources are dedicated to reducing the adverse effects of this conifer tree spread.

The observed adverse effects of wilding tree spread in Canterbury include:

1. The reduction of indigenous biodiversity values as a result of wilding trees out-competing and smothering indigenous plant communities, altering environments favourable to indigenous fauna and flora, and drying out wetlands and riparian areas.
2. the degradation of important landscape values as a result of wilding trees establishing in landscapes.
3. the reduction in rural productive values as a result of the displacement of pasture on country where conditions are favourable to their This displacement can result in a loss of pastoral production from those land types, which reduces the values of that land.
4. Wilding tree spread is limited by factors such as the location of seed sources, prevailing winds, seed size and surrounding land-use. Establishment is limited by altitude, climatic conditions, soil types, vegetation, and grazing.

5.4 ANTICIPATED ENVIRONMENTAL RESULTS

1. New urban and rural residential development is consolidated in, around and integrated with existing urban areas.
2. All rural-residential development is located in areas zoned for rural residential development.
3. New urban and rural residential development maintains and improves the functioning and qualities of the existing urban areas.
4. New development is appropriately serviced by sewerage, stormwater, potable water and multi-modal transport infrastructure.
5. New urban development provides for community facilities where appropriate.
6. Canterbury's important natural and physical resources affected by development are maintained.
7. Regionally significant infrastructure provides safe, effective and efficient services to people and the community.
8. The rural primary productive potential of Canterbury is maintained.
9. Ngāi Tahu can develop appropriate papakāinga housing and marae on ancestral land.
10. Potential land use, subdivision and/or development conflicts are avoided.

CHAPTER 6- RECOVERY AND REBUILDING OF GREATER CHRISTCHURCH

Introduction

The insertion of this chapter into the Canterbury Regional Policy Statement (CRPS) was directed by the Minister for Canterbury Earthquake Recovery in the Land Use Recovery Plan for Greater Christchurch and under section 27 of the Canterbury Earthquake Recovery Act 2011.

The chapter is consistent with the Recovery Strategy for Greater Christchurch and the Christchurch Central Recovery Plan, and supports their implementation.

This chapter focuses on the metropolitan urban area of Greater Christchurch and towns stretching from Lincoln, Prebbleton and Rolleston in the south to Kaiapoi, Rangiora and Woodend/Pegasus in the north and the rural areas between Rangiora, Rolleston and Lincoln. The geographic extent of Greater Christchurch, for the purposes of this chapter, is shown in Map A (page 6- 27). The Ashley River/Rakahuri lies to the north, the Waimakariri River cuts through the centre, the Port Hills and Selwyn River lie to the south and Pegasus Bay and Lyttelton Harbour/Whakaraupo are to the east. It excludes the area of Banks Peninsula as indicated in Map A. In Waimakariri District, Two Chain Road is the western boundary of the sub-region and in Selwyn District the western boundary follows Highfield and Station Roads (shown on Map A). It does not extend to the coastal waters adjoining this area.

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

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

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

6.1 ISSUES

6.1.1 ENABLING RECOVERY, REBUILDING AND DEVELOPMENT

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

Explanation

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

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

When making decisions around accommodating residential and business relocation and growth over the recovery period, it is recognised that there is a range of needs among the community, in terms of both residential accommodation and business provision. A spectrum of housing types needs to be available to accommodate people on different levels of

income and with different requirements, including a possible temporary working population, as well as providing for diversity among the different business types that operate within Greater Christchurch, from small offices and retail through to large industrial sites. It is important that the functions of different types of business zones are protected to ensure that lower-value industrial land is not competing with potentially higher-value office and retail development.

6.1.2 ADVERSE EFFECTS ARISING FROM DEVELOPMENT

Development can result in adverse effects on the environment, which if not identified and avoided, remedied or mitigated where appropriate, could result in inappropriate outcomes for the region's natural and physical resources, and reduce Greater Christchurch's resilience and ability to provide for the needs of people and communities. Poorly planned development can increase risk from natural hazards and the effects of climate change, create resource use conflicts, increase community isolation, prevent the efficient and effective delivery of infrastructure and services, reduce economic viability and result in greater overall energy consumption.

Explanation

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

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

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

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

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

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

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

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

6.1.3 TRANSPORT EFFECTIVENESS

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

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

Explanation

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

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

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

6.1.4 AMENITY AND URBAN DESIGN

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

Explanation

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

6.1.5 RURAL RESIDENTIAL IMPACTS

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

Explanation

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

6.2 OBJECTIVES

6.2.1 Recovery framework

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

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

The following policies implement this objective:

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

Principal reasons and explanation

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

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

6.2.1a Targets for sufficient, feasible development capacity for housing [Inserted in accordance with sections 55(2) and 55(A) of the Resource Management Act 1991, from the National Policy Statement on Urban Development Capacity 2016]

For the period 2018-2048, sufficient, feasible development capacity for housing is enabled in Greater Christchurch in accordance with Table 6.1.

Table 6.1 Targets for housing development capacity in Greater Christchurch, 2018-2048

	Development capacity to be enabled (number of dwellings)		
	Medium Term ¹ (2018-2028)	Long Term ² (2028-2048)	Total 30 Year Period (2018-2048)
Christchurch City	17,400	38,550	55,950
Selwyn	8,600	8,690	17,290
Waimakariri	6,300	7,060	13,360
Greater Christchurch	32,300	54,300	86,600

¹ NPS-UDC, Policy PA1: Development capacity must be feasible, zoned and either serviced with development infrastructure, or the funding for the development infrastructure required to service that development capacity must be identified in a Long Term Plan required under the Local Government Act 2002 (NPS-UDC, PA1).

² NPS-UDC, Policy PA1: Development capacity must be feasible, identified in relevant plans and strategies, and the development infrastructure required to service it must be identified in the relevant Infrastructure Strategy required under the Local Government Act 2002 (NPS-UDC, PA1).

The following policies implement this objective:

Policies 6.3.1, 6.3.2, 6.3.3, 6.3.7, 6.3.8, 6.3.11

Principal reasons and explanation

The National Policy Statement on Urban Development Capacity 2016 (NPS-UDC) requires local authorities that have part, or all of a high-growth urban area within their district or region to set minimum targets for development capacity for housing over the medium (next 10 years) and long term (10 to 30 years).

The targets in Table 6.1 refer to the development capacity for housing that must be enabled, rather than the amount of housing that is built in any given period. They represent the

development capacity that the Christchurch City Council, Selwyn District Council and Waimakariri District Council will, over the medium term, zone and otherwise enable through their relevant planning processes and mechanisms, including district plans, structure plans and outline development plans and over the long term, identify in relevant plans and strategies.

6.2.2 Urban form and settlement pattern

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

1. aiming to achieve the following targets for intensification as a proportion of overall growth through the period of recovery:
 - a. 35% averaged over the period between 2013 and 2016
 - b. 45% averaged over the period between 2016 to 2021
 - c. 55% averaged over the period between 2022 and 2028;
2. providing higher density living environments including mixed use developments and a greater range of housing types, particularly in and around the Central City, in and around Key Activity Centres, and larger neighbourhood centres, and in greenfield priority areas and brownfield sites;
3. reinforcing the role of the Christchurch central business district within the Greater Christchurch area as identified in the Christchurch Central Recovery Plan;
4. providing for the development of greenfield priority areas on the periphery of Christchurch's urban area, and surrounding towns at a rate and in locations that meet anticipated demand and enables the efficient provision and use of network infrastructure;
5. encouraging sustainable and self-sufficient growth of the towns of Rangiora, Kaiapoi, Woodend, Lincoln, Rolleston and Prebbleton and consolidation of the existing settlement of West Melton;
6. Managing rural residential development outside of existing urban and priority areas; and
7. Providing for development opportunities on Māori Reserves.

The following policies implement this objective:

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

Principal reasons and explanation

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

Consolidation of existing urban settlements is the form of development most likely to minimise the adverse effects of travel for work, education, business and recreation, minimise the costs of new infrastructure and avoid adverse effects of development on sensitive landscapes, natural features and areas of high amenity. This will enable Greater Christchurch to build back better, and support the recovery of central Christchurch. Greater intensification within Christchurch's urban area through infill (particularly in the Central City, and around Key Activity Centres, and neighbourhood centres) and brownfield redevelopment will reduce the need for further expansion of peripheral areas, and some intensification of the centres of smaller towns is also expected to meet changing needs. A significant proportion of intensification will take place in the city rather than Selwyn and Waimakariri; however, the contribution of these areas to the overall growth pattern is important. The objective sets targets for the contribution of infill and intensification as a proportion of overall growth, and aligns with the growth management approach in the Greater Christchurch Urban Development Strategy. Where monitoring indicates that these

levels are not being achieved, further policy responses may be required to increase intensification within existing urban areas.

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

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

6.2.3 Sustainability

Recovery and rebuilding is undertaken in Greater Christchurch that:

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

The following policies implement this objective:

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

Principal reasons and explanation

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

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

6.2.4 Integration of transport infrastructure and land use

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

1. managing network congestion;
2. reducing dependency on private motor vehicles;

3. reducing emission of contaminants to air and energy use;
4. promoting the use of active and public transport modes;
5. optimising use of existing capacity within the network; and
6. enhancing transport safety.

The following policies implement this objective:

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

Principal reasons and explanation

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

6.2.5 Key activity and other centres

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

1. The Central City
2. Key Activity Centres
3. Neighbourhood centres.

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

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

The following policies implement this objective:

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

Principal reasons and explanation

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

It is important to note that the Key Activity Centres are not homogeneous, especially within Christchurch City. The extent that business and residential intensification is directed to

occur across these Christchurch City centres is dependent on their scale and function.

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

6.2.6 Business land development

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

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

The following policies implement this objective:

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

Principal reasons and explanation

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

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

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

6.3 POLICIES

6.3.1 Development within the Greater Christchurch area

In relation to recovery and rebuilding for Greater Christchurch:

1. give effect to the urban form identified in Map A, which identifies the location and extent of urban development that will support recovery, rebuilding and planning for future growth and infrastructure delivery;
2. give effect to the urban form identified in Map A (page 6-27) by identifying the location and extent of the indicated Key Activity Centres;
3. enable development of existing urban areas and greenfield priority areas, including intensification in appropriate locations, where it supports the recovery of Greater Christchurch;
4. ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on Map A, unless they are otherwise expressly provided for in the CRPS;
5. provide for educational facilities in rural areas in limited circumstances where no other practicable options exist within an urban area;
6. provide for a metropolitan recreation facility at 466-482 Yaldhurst Road; and
7. avoid development that adversely affects the function and viability of, or public investment in, the Central City and Key Activity Centres.

This policy implements the following objectives:

Objectives 6.2.1, 6.2.1a, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

Methods

The Regional Council:

Will

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

Territorial authorities:

Will

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

Should

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

Local authorities:

Should

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

Principal reasons and explanation

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

To ensure that recovery resources are managed efficiently and sustainably, the provisions identify where certain types of development can take place, and where they cannot take place. The provisions also recognise that specific activities are provided for outside of urban areas elsewhere in the CRPS, such as papakainga housing and marae under Policy 5.3.4; educational facilities where no other practicable options for locating the facility exist; and a metropolitan recreation facility at 466-482 Yaldhurst Road that serves the urban population. It is anticipated that established urban activities located outside of the identified urban area will be able to continue to operate their activities, with any expansion considered on a case-by-case basis.

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

6.3.2 Development form and urban design

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

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

This policy implements the following objectives:

Objectives 6.2.1, 6.2.1a, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

Methods**Territorial authorities:**

Will:

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

Should

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

Principal reasons and explanation

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

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

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

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

6.3.3 Development in accordance with outline development plans

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

1. Be prepared as:
 - a. a single plan for the whole of the priority area; or
 - b. where an integrated plan adopted by the territorial authority exists for the whole of the priority area and the outline development plan is consistent with the integrated plan, part of that integrated plan; or
 - c. a single plan for the whole of a rural residential area; and
2. Be prepared in accordance with the matters set out in Policy 6.3.2;
3. To the extent relevant show proposed land uses including:

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

This policy implements the following objectives:

Objectives 6.2.1, 6.2.1a, 6.2.2, 6.2.3, 6.2.4, 6.2.6

Methods

The Regional Council:

Will

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

Territorial authorities:

Will

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

Should

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

Principal reasons and explanation

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

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

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

6.3.4 Transport effectiveness

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

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

This policy implements the following objectives:

Objectives 6.2.1, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

Methods**Territorial authorities:*****Will***

1. Include in district plans objectives, policies and rules (if any) to give effect to Policy 6.3.4.
2. Include objectives and policies, and may include rules in district plans to ensure that, where possible, development provides for, and supports increased uptake of active and public transport; and provides opportunities for modal choice, including walking and cycling.
3. Include trigger thresholds in district plans for development where an integrated transport assessment is required.
4. Identify strategic freight routes.

Local authorities:***Should***

5. Give consideration to any transport projects that may be needed to give effect to Policy 6.3.4 and include them in their Annual Plans, the Three Year Plan, Long Term Plans,

-
- the Regional Land Transport Programme or other infrastructure plans, as appropriate.
6. Provide options for travel demand management.

Principal reasons and explanation

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

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

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

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

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

6.3.5 Integration of land use and infrastructure

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

1. Identifying priority areas for development to enable reliable forward planning for infrastructure development and delivery;
2. Ensuring that the nature, timing and sequencing of new development are co-ordinated with the development, funding, implementation and operation of transport and other infrastructure in order to:
 - a. optimise the efficient and affordable provision of both the development and the infrastructure;
 - b. maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure;
 - c. protect investment in existing and planned infrastructure; and
 - d. ensure new development does not occur until provision for appropriate infrastructure is in place;
3. Providing that the efficient and effective functioning of infrastructure, including transport corridors, is maintained, and the ability to maintain and upgrade that infrastructure is retained;
4. Only providing for new development that does not affect the efficient operation, use, development, appropriate upgrading and safety of existing strategic infrastructure, including by avoiding noise sensitive activities within the 50dBA Ldn airport noise contour for Christchurch International Airport, unless the activity is within an existing residentially zoned urban area, residential greenfield area identified for Kaiapoi, or residential greenfield priority area identified in Map A (page 6-28); and
5. Managing the effects of land use activities on infrastructure, including avoiding activities that have the potential to limit the efficient and effective, provision, operation, maintenance or upgrade of strategic infrastructure and freight hubs.

This policy implements the following objectives:

Objectives 6.2.1, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

Methods**Territorial authorities:***Will*

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

Local authorities:*Should*

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

Principal reasons and explanation

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

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

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

The only exception to the restriction against residential development within the 50dBA LdN airport noise contour is provided for at Kaiapoi.

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

6.3.6 Business land

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

1. Promotes the utilisation and redevelopment of existing business land, and provides sufficient additional greenfield priority area land for business land through to 2028 as provided for in Map A;
2. Recognises demand arising from the relocation of business activities as a result of earthquake-damaged land and buildings;
3. Reinforces the role of the Central City, as the city's primary commercial centre, and that of the Key Activity Centres;
4. Recognises that new commercial activities are primarily to be directed to the Central City, Key Activity Centres and neighbourhood centres where these activities reflect and support the function and role of those centres; or in circumstances where locating out of centre, will not give rise to significant adverse distributional or urban form effects;
5. Recognises that new greenfield priority areas for business in Christchurch City are primarily for industrial activities, and that commercial use in these areas is restricted;
6. Recognises that existing business zones provide for a range of business activities depending on:
 - i. the desired amenity of the business areas and their surrounds; and
 - ii. the potential for significant distributional or urban form effects on other centres from new commercial activity.
7. Utilises existing infrastructure availability, capacity and quality;
8. Ensures reverse sensitivity effects and conflicts between incompatible activities are identified and avoided or mitigated against;
9. Ensures close proximity to labour supply, major transport hubs and passenger transport networks;
10. Encourages self-sufficiency of employment and business activities within communities across Greater Christchurch;
11. Promotes, where appropriate, development of mixed-use opportunities, within Key Activity Centres provided reverse sensitivity issues can be appropriately managed; and
12. Incorporates good urban design principles appropriate to the context of the development.

This policy implements the following objectives:

Objectives 6.2.1, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

Methods

Territorial Authorities:

Will

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

Should

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

Principal reasons and explanation

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

can regenerate quickly.

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

6.3.7 Residential location, yield and intensification

1. In relation to residential development opportunities in Greater Christchurch:
2. Subject to Policy 5.3.4, residential greenfield priority area development shall occur in accordance with Map A. These areas are sufficient for both growth and residential relocation through to 2028.
3. Intensification in urban areas of Greater Christchurch is to be focused around the Central City, Key Activity Centres and neighbourhood centres commensurate with their scale and function, core public transport routes, mixed-use areas, and on suitable brownfield land.
4. Intensification developments and development in greenfield priority areas shall achieve at least the following residential net densities averaged over the whole of an ODP area (except where subject to an existing operative ODP with specific density provisions):
5. 10 household units per hectare in greenfield areas in Selwyn and Waimakariri District;
6. 15 household units per hectare in greenfield areas in Christchurch City;
7. Intensification development within Christchurch City to achieve an average of:
8. 50 household units per hectare for intensification development within the Central City;
9. 30 household units per hectare for intensification development elsewhere.
10. Provision will be made in district plans for comprehensive development across multiple or amalgamated sites.
11. Housing affordability is to be addressed by providing sufficient intensification and greenfield priority area land to meet housing demand during the recovery period, enabling brownfield development and providing for a range of lot sizes, densities and appropriate development controls that support more intensive developments such as mixed use developments, apartments, townhouses and terraced housing.

This policy implements the following objectives:

Objectives 6.2.1, 6.2.1a, 6.2.2, 6.2.3, 6.2.4, 6.2.5

Methods

Territorial authorities:

Will

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

Should

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

Principal reasons and explanation

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

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

Certain areas in Christchurch City have been identified for more intensive residential use for many years. Other suitable areas may be identified, including the redevelopment of brownfields sites for residential or mixed-use activities. Providing for intensification in and around the Central City and Key Activity Centres will help ensure good access to commercial, community and recreational facilities and to public transport. Councils have the ability to encourage greater uptake of intensification in selected areas through investment such as the provision of land improvements to open space and the streetscape.

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

6.3.8 Regeneration of brownfield land

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

This policy implements the following objectives:**Methods****Territorial authorities:*****Will***

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

Should

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

Principal reasons and explanation

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

Redevelopment will also help to reduce the adverse effects of travel for work, business and recreation, limit the costs of new infrastructure, and avoid the adverse effects of development on sensitive landscapes, natural features and areas of high amenity. Significant adverse effects such as reverse sensitivity, distributional or urban form impacts on

the Central City, Key Activity Centres and neighbourhood centres, and impacts on the transport network, need to be avoided or mitigated.

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

6.3.9 Rural residential development

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

1. In the case of Christchurch City, no further rural residential development is to be provided for within the Christchurch City Plan area;
2. The location must be outside the greenfield priority areas for development and existing urban areas;
3. All subdivision and development must be located so that it can be economically provided with a reticulated sewer and water supply integrated with a publicly owned system, and appropriate stormwater treatment and disposal;
4. Legal and physical access is provided to a sealed road, but not directly to a road defined in the relevant district plan as a Strategic or Arterial Road, or as a State highway under the Government Roadings Powers Act 1989;
5. The location and design of any proposed rural residential development shall:
 - a. avoid noise sensitive activities occurring within the 50 dBA Ldn air noise contour surrounding Christchurch International Airport so as not to compromise the future efficient operation of Christchurch International Airport or the health, well-being and amenity of people;
 - b. avoid the groundwater protection zone for Christchurch City's drinking water;
 - c. avoid land between the primary and secondary stop banks south of the Waimakariri River;
 - d. avoid land required to protect the landscape character of the Port Hills;
 - e. not compromise the operational capacity of the Burnham Military Camp, West Melton Military Training Area or Rangiora Airfield;
 - f. support existing or upgraded community infrastructure and provide for good access to emergency services;
 - g. avoid significant reverse sensitivity effects with adjacent rural activities, including quarrying and agricultural research farms, or strategic infrastructure;
 - h. avoid significant natural hazard areas including steep or unstable land;
 - i. avoid significant adverse ecological effects, and support the protection and enhancement of ecological values;
 - j. support the protection and enhancement of ancestral land, water sites, wāhi tapu and wāhi taonga of Ngāi Tahu;
 - k. where adjacent to or in close proximity to an existing urban or rural residential area, be able to be integrated into or consolidated with the existing settlement; and
 - l. avoid adverse effects on existing surface water quality.
6. An outline development plan is prepared which sets out an integrated design for subdivision and land use, and provides for the long-term maintenance of rural residential character.
7. A rural residential development area shall not be regarded as in transition to full urban development.

This policy implements the following objectives:

Objectives 6.2.1, 6.2.2, 6.2.3, 6.2.4

Methods

The Regional Council:

Will

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

Territorial authorities:*Will*

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

Should:

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

Principal reasons and explanation

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

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

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

6.3.10 Māori Reserves

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

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

This policy implements the following objectives:

Objectives 6.2.1, 6.2.2

Methods**Territorial authorities:***Will*

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

Should

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

Principal reasons and explanation

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

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

Māori Reserves in Greater Christchurch have not been identified as priority areas, nor as rural residential as development of this land is seen as something that will likely take a more dense form in certain areas and this could result in a more closely settled development pattern. However, it is considered important that any development is of a size and scale appropriate for the surroundings and that rural amenity and outlook is maintained. For these reasons it is considered important that an Outline Development Plan is prepared in consultation with the landowners within those reserves to guide and manage development.

6.3.11 Monitoring and Review

In relation to development in Greater Christchurch:

1. The Canterbury Regional Council, in conjunction with the territorial authorities, shall undertake adequate monitoring to demonstrate both in the short term and the long term that there is an available supply of residential and business land to meet the Objectives and Policies of this Chapter.
2. The Canterbury Regional Council, in conjunction with the territorial authorities, shall undertake monitoring of the supply, uptake and impacts of rural residential land use and development.
3. Prior to initiating a review of this chapter, for the purposes of information the Canterbury Regional Council may request the organisation or agency responsible for the operation of Christchurch International Airport to undertake a remodelling of the air noise contours relating to the airport.
4. The Canterbury Regional Council, following relevant territorial authority input, shall initiate a review of the extent and location of land for development if any of the following situations occur:
 - a. a shortfall in available land is identified by monitoring under Policy 6.3.11; or
 - b. it is identified that altered circumstances have arisen or will arise either in one or more parts of Greater Christchurch, in relation to the expected availability of sub-regional infrastructure, and a reconsideration of the extent, location and timing of land for development is necessary to achieve the objectives and policies of this chapter.

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5. Any change resulting from a review of the extent, and location of land for development, any alteration to the Greenfield Priority Areas, or provision of new greenfield priority areas, shall commence only under the following circumstances:
- infrastructure is either in place or able to be economically and efficiently provided to support the urban activity;
 - provision is in place or can be made for safe, convenient and sustainable access to community, social and commercial facilities;
 - the objective of urban consolidation continues to be achieved;
 - urban land use, including industrial and commercial activities, does not increase the risk of contamination of drinking water sources, including the groundwater recharge zone for Christchurch's drinking water;
 - urban development does not lie between the primary and secondary stopbanks south of the Waimakariri River which are designed to retain floodwaters in the event of flood breakout;
 - the landscape character of the Port Hills is protected;
 - sufficient rural land is retained to maintain the open space landscape character either between or surrounding the areas of urban activity within Greater Christchurch; and
 - the operational capacity of strategic infrastructure is not compromised.

This policy implements the following objectives:

Objectives 6.2.1, 6.2.1a, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6

Methods

- The monitoring for Policy 6.3.11 may include but is not limited to:
 - any information published by or sought from Statistics New Zealand.
 - annual surveys of business and residential land uptake, including Greenfield Priority Area development and redevelopment.
 - annual surveys of the development capacity of zoned and serviced land.
 - obtaining and analysing a range of information to assist with the understanding and prediction of future needs, including information on market behaviour and social and economic trends.
- The monitoring for Policy 6.3.11 shall include such matters as the councils consider relevant and appropriate.
- The Canterbury Regional Council shall prepare a comprehensive monitoring report in relation to Policy 6.3.11 at least every three years, and make it publicly available.
- Any remodelling in terms of Policy 6.3.11(3) shall:
 - involve an assessment of projected future airport business growth and operation, and shall take into account, but not be limited to aircraft movements, flight tracks, fleet mix and runway utilisation; and
 - be accompanied by the report of an independent panel of airport noise experts who have undertaken a peer review of the inputs, assumptions and outcomes of the remodelling; and
 - shall be provided to the Canterbury Regional Council in the form of a comprehensive report along with an executive summary or summary report.
- The Canterbury Regional Council shall make the summary report of any remodelling under Method 4 publicly available as soon as practicable after receiving it.
- Any amended growth pattern shall be given effect through the provisions of any relevant regional plan, changes to the Regional Policy Statement, district plans, the Regional Land Transport Strategy, the Regional Land Transport Programme, Annual Plans, Three Year Plans, Long Term Plans and any relevant strategic planning process, as appropriate.
- Territorial authorities shall make appropriate arrangements to enable the achievement of any changes resulting from a review under Policy 6.3.11.

Principal reasons and explanation

Relocation, population, household and business growth can be affected by a wide range of variables. The policy framework should be responsive to this variation in order to meet

any changes in circumstances. Policy 6.3.11 is intended to ensure enough land is available and in the right locations to facilitate recovery through to 2028. Monitoring a range of statistics and trends is a key factor in this management. Anticipating the number of relocated or new households and the business activity to be accommodated, as well as the form that these are likely to take, indicates the land areas required for successful recovery.

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

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

6.4 ANTICIPATED ENVIRONMENTAL RESULTS

1. Recovery and rebuilding is enabled within Greater Christchurch.
2. Priority areas and existing urban areas identified provide the location for all new urban development.
3. Significant natural resources are protected from inappropriate development.
4. People are protected from unacceptable risk from natural hazards.
5. Infrastructure, and urban and rural development, are developed in an integrated manner.
6. The use of existing infrastructure is optimised.
7. Development opportunities are provided for on Māori Reserves.
8. Growth is provided for through both greenfield and brownfield development opportunities.
9. Higher density living environments are provided.
10. Greenfield development is provided for at a rate that meets demand and enables the efficient provision and use of infrastructure.
11. Growth of rural towns within Greater Christchurch is sustainable and encourages self-sufficiency.
12. Rural residential development is appropriately managed.
13. Development incorporates good urban design.
14. Areas of special amenity, heritage value, or importance to Ngāi Tahu are retained.
15. Residential development contains a range of densities.
16. Transport infrastructure appropriately manages network congestion, dependency of private vehicles is reduced, emissions and energy use from vehicles is reduced, and transport safety is enhanced.
17. The function and role of the Central City, the Key Activity and neighbourhood centres is maintained.
18. Sufficient business land is provided for, and different types of business activity take place in appropriate locations, adopting appropriate urban design qualities.
19. Development opportunities for a metropolitan recreation facility at 466-482 Yaldhurst Road are provided for.

Map A - Greenfield Priority Areas (viewable in more detail at www.ecan.govt.nz)



