
Christchurch City Council

ATTACHMENTS - UNDER SEPARATE COVER

Date:Wednesday 6 March 2024

Time:9.30 am

Venue:Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

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Draft Greater Christchurch Spatial Plan

Hearing Panel Recommendation Report

17 January 2023

Item 13

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Glossary of acronyms and key terms

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

1. Introduction

The draft Greater Christchurch Spatial Plan (**dGCSP**) was released for public consultation by the Urban Growth Partnership for Greater Christchurch – the Whakawhanake Kāinga Komiti¹, in June 2023.

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

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

The Hearing Panel (the **Panel**) conducted a hearing for those submitters wishing to be heard, on the 26th, 27th and 30th of October and the 2nd, 3rd and 4th of November 2023. Throughout the hearing, the Panel identified further questions requiring an additional response from Officers, based on issues raised by those submitters who presented to us. These were recorded and responded to in writing³ (the **Officers' Response**).

The Officers also appeared on 16th November 2023 to present their responses to questions and answer further questions of clarifications. The Panel then deliberated on the afternoon of the 16th and on the 20th of November 2023. Further written responses to questions asked of Officers on the 16th of November were received on 21st of November 2023⁴ (**Further Response**).

In some cases, the Panel also requested, or provided an opportunity for submitters to provide additional material in writing, following their attendance at the hearing. We also received further letters from two submitters⁵ which responded to matters raised in the Officers' Response or Further Response.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.1 Report Structure

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

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

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

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

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

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

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

2. Background

2.1 Development of the draft Greater Christchurch Spatial Plan

We note that the Officers' Report contains a range of background information⁷ that is pertinent to the dGCSP. We accept that background information. In terms of our reporting, we highlight the following matters:

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

⁷ Section 2 of the Officers' Report.

3. Submission Themes and Hearing Panel Recommendations

3.1 Spatial Plan – General Comments

3.1.1 Hierarchy within Spatial Strategy Opportunities

In response to submissions that sought clarity on the hierarchy of the opportunities set out in the dGCSP, or specific prioritisation of some over others, Officers noted⁸ that it was not intended for a hierarchy to be applied to the opportunities, as together with the directions and key moves, all of these are required to close the gap between the current state and desired future state.

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

Recommendations

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

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

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

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

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

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

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

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

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

⁸ Section 4.1.1 of the Officers' Report

3.1.2 Inaccuracies and Typographical Errors

The Panel is satisfied that the Officers have responded to identified typographical errors and other inconsistencies and agree with the recommended changes for the reason they have outlined⁹.

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

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

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

Recommendations

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

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

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

⁹ Section 4.1.2 of the Officers’ Report

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

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

The Panel agrees with Officers¹⁰ that there is a gap between Opportunity 1 and the related directions, in relation to European culture. We therefore agree in principle with the recommended changes responding to this. We agree that this will provide further clarity on how all aspects of Opportunity 1 will be delivered and reflects the need to protect historical heritage as a matter of national importance in the RMA.

We also agree with the reasons given by Officers¹¹ for changing the use of the word ‘avoid’ in Direction 1.

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

Recommendations

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

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

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

1.3 Protect, recognise, and restore historic heritage

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

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

¹⁰ Section 4.2 of the Officers’ Report

¹¹ Sections 4.2, 4.3.4 and 4.4.1 of the Officers’ Report

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

1.3 Protect, recognise, and restore historic heritage

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

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

3.3.1 Climate Change

Several submitters considered that there was insufficient evidence of climate change and/or sea level rise and questioned the inclusion of this as a matter informing the dGCSP. Officers did not recommend any changes to the dGCSP in response to these submissions, as they consider that the evidence for, and policy direction to consider climate change impacts is clear, and that climate change is a necessary consideration in the dGCSP, particularly with respect to the long-term direction of future urban growth¹². We note that they included reference to requirements in both regulatory and non-regulatory documents in relation to climate change, including the Local Government Act 2002, and the RMA and associated policy documents prepared under it.

In addition to the documents referred to by Officers, we also note that a Canterbury Climate Change Risk Assessment Summary Report¹³ was prepared for the Canterbury Climate Change Working Group, set up by the Canterbury Mayoral Forum. The Risk Assessment has been designed to build a shared understanding of climate change risks across Waitaha/Canterbury, and to help the region prepare and respond effectively.

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

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

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

Recommendations

No changes are recommended in relation to this matter.

¹² Section 4.3.1 of the Officers' Report

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

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

Some submitters have concerns with the basis for the modelling used as inputs to Maps 7 & 8. We have considered and agree with the Officers' response to these¹⁴. We note, in particular, their comments that the scale used in the dGCSP mapping is deliberately broad brush and provides a 'conceptual' spatial extent to assist high level strategic planning; but it does not identify individual properties, nor does it include restrictive planning overlays, or regulations. Local planning processes will instead address property level mapping and the regulations to be applied in identified hazard areas.

We also note the Officers' recommendation¹⁵ to amend the use of the word 'avoid' in relation to hazards to instead use 'avoid or mitigate' and agree that this may partially address the concerns of some submitters.

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

Recommendations

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

3.3.3 Managed Retreat

While submitters made comments in relation to managed retreat, we are comfortable that is not something that is proposed in the dGCSP, and agree with Officers' recommendation and reasons¹⁶, including noting that Opportunity 2 and Directions 2.1 and 2.2 are framed from the perspective of positively focusing growth in areas free from significant natural hazard risks, and strengthening

¹⁴ Section 4.3.2 of the Officers' Report

¹⁵ Section 4.3.4 of the Officers' Report

¹⁶ Section 4.3.3 of the Officers' Report

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

While we agree with the Officers' recommendation to add new wording referring to the work that is underway or anticipated to occur in relation to coastal hazard adaption, we note the wording recommended by Officers included use of the term "*managed retreat*" when referring to the Climate Adaptation Act that, under the previous Labour government was expected to be enacted in future. Given that Act is not yet law, we prefer to avoid using a term that may not be included in that Act, and one which has a broader meaning. We note the wording suggested by Officers only relates to Christchurch City Council, and we asked them what work was being undertaken in relation to coastal hazard adaption in the Waimakariri and Selwyn districts¹⁷. We recommend that a summary of this is included in the recommended paragraph.

Recommendations:

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

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

3.3.4 Impact on Eastern Christchurch

Officers have made several recommendations responding to concerns about the impact of directing avoidance in relation to the matters addressed in Opportunity 2, in directions 2.1 and 2.2 and the related natural hazard mapping, on Eastern Christchurch¹⁸. We agree with the suite of changes recommended by Officers which acknowledge that mitigation rather than avoidance may be appropriate to address some risks, and to align terminology used in relation to Map 8 with that more commonly used in relation to natural hazards and within the recently released Proposed National Policy Statement for Natural Hazards Decision-making 2023 (draft for consultation).

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

¹⁷ Question 1 (pages 7-8) of the Officers' Response

¹⁸ Section 4.3.4 of the Officers' Report

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

Recommendations:

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

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

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

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

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

Areas to avoid **or mitigate**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.3.5 Renewable Energy and Reducing Carbon Emissions

We agree with the Officers' recommendations¹⁹ to include explicit reference to renewable energy's role in achieving a low carbon future.

Recommendations:

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

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

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

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

¹⁹ Section 4.3.5 of the Officers' Report

3.3.6 Climate Change and the National Grid

We agree with the Officers' recommendations²⁰ to add a clause in respect to the importance of the national grid in electrification of the economy to reduce GHG emissions, which in turn impacts future growth of Greater Christchurch.

Recommendations

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

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

3.3.7 Role of Infrastructure During Natural Hazard Events

We agree with the Officers recommendations²¹ to add additional text which better reflects the relationship between strategic infrastructure and natural hazards.

Recommendations:

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

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

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

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

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

3.3.8 Map High Soil Erosion – Loess on the Port Hills

We agree with submitters that erosion risks are an issue, but concur with the Officers²² that these risks do not need to be addressed at the Spatial Plan level, noting that there are already methods in place to address these risks at the regional and district plan level, and through the building consent process.

²⁰ Section 4.3.6 of the Officers' Report

²¹ Section 4.3.7 of the Officers' Report

²² Section 4.3.8 of the Officers' Report

Recommendations:

No changes are recommended in relation to this matter.

3.3.9 Development on the Port Hills

We agree with the Officers²³ that it is appropriate to make small amendments to Direction 2.1 to recognise that parts of the Port Hills are not subject to natural hazard constraints or located within areas with identified environmental features. We are satisfied that the wording recommended responds to appropriately to the matter raised in submissions.

Recommendations:

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

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

3.3.10 Tsunami Mapping Error – Maps 7 and 8

We agree with correcting error picked up by Officers in Maps 7 and 8 in relation to tsunami hazards²⁴.

Recommendations:

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

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

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

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

²³ Section 4.3.9 of the Officers' Report

²⁴ Section 4.3.10 of the Officers' Report

3.3.11 Other Matters

In response to a question raised by the Panel, Officers confirmed that Map 5 is a combination of the areas identified in Maps 7, 9 and 10²⁵. However, in reviewing the Map, it was identified that not all aspects of Map 10 were included in Map 5, particularly in relation to water ways and open space. Officers therefore recommended that Map 5 is amended to include all the layers on Maps 7, 9 and 10. We agree with amending Map 5 so that it correctly includes all the layers identified in Maps 7, 9 and 10.

Recommendations

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

²⁵ Question 17 (pages 5-6) of the Officers' Response

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

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

We agree with the Officers²⁶ that no specific changes to the dGCSP itself are required in response to the general submission points received in relation to this opportunity, while noting that the matters raised by submitters may be relevant to development of the blue-green network strategy identified in the Joint Work Programme.

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

Recommendations:

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

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

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

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

3.4.2 Health and Wellbeing of Waterbodies

We agree with the Officers’ recommendations, and the reasons given, as they relate to the way the health and wellbeing of waterbodies are addressed in the dGCSP²⁷. While endorsing the additional blue-green network Principle recommended to be added, we recommend that additional references to, and a brief discussion around each of Te Mana o te Wai and ki utu ki tai should be added under Direction 3.2.

Recommendations:

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

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

²⁶ Section 4.4.1 of the Officers’ Report

²⁷ Section 4.4.2 of the Officers’ Report

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

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

Direction 3.2 Prioritise the health and wellbeing of water bodies

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

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

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

3.4.3 Provision for Greenspace (including trees and biodiversity)

Overview of submissions

We acknowledge those submissions identifying the benefits of greenspace and trees, the desire for enhancement and expansion of the network of greenspaces or of particular areas, as well as highlighting the need to ensure that provision for greenspace and tree canopy, and blue-green network enhancement opportunities are prioritised in existing areas as well as new areas. We agree with the reasons given by Officers²⁸ for minor additions to be made to the text relating to Direction 3.3.

Recommendations:

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

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

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

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

²⁸ Section 4.4.3 of the Officers' Report

3.4.4 Protection of Highly Productive Land

We agree with the Officers' responses to submissions relating to the protection of highly productive land²⁹. While acknowledging the direction in the NPS-HPL which councils must give effect to through their district and regional planning processes, we have also carefully considered whether changes are required to the dGCSP to ensure that it is sufficiently flexible to respond to any changes to national direction that may arise. We acknowledge the Officers' response to our questions on this matter³⁰ and are satisfied that the changes provide an appropriate balance that reflects the current context and direction, while recognising this context may change.

Recommendations:

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

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

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

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

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

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

²⁹ Section 4.4.4 of the Officers' Report

³⁰ Question 2, pages 2-3 in Officers' Response

3.4.5 Green Belt Concept

Overview of submissions

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

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

We agree with the response given by Officers to these submissions³¹. In particular, we support retention of the green belt concept, acknowledging that the detail around their purpose, and how they are planned, designed, and implemented is for a future stage of work (as part of the blue-green network strategy) which is signalled in the dGCSP. As noted by the Officers, many of the comments made by submitters are relevant to the further investigation of the green belt concept, rather than necessitating changes to the dGCSP itself.

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

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

Recommendations:

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

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

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

³¹ Section 4.4.5 of the Officers' Report

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

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

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

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

3.4.6 Other Matters

During the hearing, the Panel raised concerns that Outstanding Natural Landscapes (ONLs) and Outstanding Natural Features (ONFs) were incorporated in a range of other areas grouped under the heading 'Protected Places, Landscapes and Features' in Map 10 and asked if they could be separately identified. In their Further Response, Officers provided an updated version of Map 10 reflecting this³². We support this addition being made to Map 10.

Recommendations

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

³² Pages 4-5 of the Further Response

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

3.5.1 Future Housing Development

The Officers’ Report traversed in detail those submissions commenting on whether the desired pattern of growth in the Spatial Plan represented the best option for Greater Christchurch³³. Their response noted that under the FDS requirements, consideration is required of the advantages and disadvantages of different spatial scenarios for achieving the purpose of the FDS; and that this was undertaken through the Spatial Plan Urban Form Scenario background report³⁴, which sought to understand how different land-use scenarios and transport packages would contribute to the realisation of outcomes and priorities set out in the Strategic Framework that underpins the dGCSP. This evaluation subsequently informed the development of urban form direction included in the dGCSP.

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

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

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

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

³³ Section 4.5.1 of the Officers’ Report

³⁴ GCP (2022) Urban Form Scenarios Evaluation Report. [dGCSP-Urban-Form-Scenarios-Evaluation-Report-v2.pdf](https://www.greaterchristchurch.org.nz/dgcsp-urban-form-scenarios-evaluation-report-v2.pdf)
([greaterchristchurch.org.nz](https://www.greaterchristchurch.org.nz))

Recommendations:

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

3.5.2 Opportunity 4 and Directions 4.1 to 4.5

We have considered the changes sought to the wording of Opportunity 4 and supporting Directions 4.1 through to 4.5 and agree with the reasons given by Officers for supporting or rejecting those changes, noting that they respond to a number of matters raised in submissions³⁵.

For completeness we note that the Officers originally recommended that 'Social Infrastructure' be removed from the list of Key Terms in the dGCSP, but subsequently recommended that it be retained, with minor changes made to the text where it is referred to³⁶. We agree with retaining this term, and therefore it is not identified in the recommendations below as no change is required.

Recommendations:

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

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

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

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

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

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

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

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

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

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

³⁵ Section 4.5.2 of the Officers' Report

³⁶ Page 26 of the Officers' Response

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

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

3.5.3 Greenfield and Urban Sprawl

We note that there were submissions supporting restrictions on urban sprawl / further greenfield development, as well as those supporting a balanced approach to including greenfield development alongside brownfield development to accommodate future projected growth and provide for housing choice. We also note that a number of submitters consider that the dGCSP should spatially identify additional broad locations for future greenfield growth on Maps 2 and 14. We note that Officers have clarified that identifying broad locations in which development capacity will be provided is not exclusively related to locations of future greenfield³⁷. Rather, the broad locations shown on maps 2 and 14 of the dGCSP spatially identifying areas that are already urban, but which are intended to accommodate additional development capacity through redevelopment, infill, and intensification.

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

Recommendations:

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

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

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

³⁷ Section 4.5.3 of the Officers’ Report

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

3.5.4 Greenfield Opportunity Sites and Areas

Several submitters sought that particular greenfield opportunity sites or areas be specifically identified in the Spatial Plan for future urban growth. Officers advised³⁸ that there is only a predicted shortfall in housing development capacity in the long term in the Selwyn District, which has further reduced from that identified in the HCA, as a result of the decisions issued on the District Plan and additional growth facilitated through implementation of the MDRS. The dGCSP response to this shortfall is to explore the feasibility of intensification, especially around centres and public transport routes, and increase minimum densities for new greenfield areas.

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

We agree with Officers that the dGCSP provides sufficient direction, and broad locations, for long term growth (as required under the NPS-UD) and consideration of 'greenfield' opportunities within, or beyond, those locations is best considered by statutory Schedule 1 processes under the RMA. We support updating the dGCSP to reflect decisions issued on the Selwyn District Plan³⁹. We also acknowledge the timing of this document in relation to plan reviews and changes in process, but we do not consider that the dGCSP should be amended to presume the outcome of those processes. We consider that the spatial strategy provides guidance for any location of additional greenfield development that might be considered through those processes at the time⁴⁰. We also note the recommendations made in relation to criteria for identification of broad locations for new development in the previous section of this Report.

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

³⁸ Section 4.5.4 of the Officers' Report

³⁹ Refer to Section 3.12.3 of this Report

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

Recommendations:

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

3.5.5 Intensification

We have considered the submissions relating to intensification and agree with Officers that no substantial changes are required to the dGCSP in response to these⁴¹. Like Officers, we acknowledge the need to ensure that intensification is designed well and integrates into existing areas and agree with their recommended changes to include reference to quality developments and quality housing, to provide direction on what is expected from new developments in Greater Christchurch to support the vision of the dGCSP, and to inform the Joint Housing Action Plan.

Recommendations:

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

They are neighbourhoods that **are well connected**; enable safe and equitable access for all; have high quality and safe open spaces, green spaces and public realm; and provide **a diverse range of housing choice including for social and affordable housing**.
- b) Amend the section titled 'vibrant communities with access to services' (page 64) to **Features of Thriving Neighbourhoods**.
- c) Amend the title and the internal heading of Figure 12 (page 64) from 'Features of connected neighbourhoods' to **Features of Thriving Neighbourhoods**.
- d) Insert a new section after 'Community facilities and open, green and public spaces' titled '**Quality Developments and Quality Housing**' (page 65) as follows:

Quality Developments and Quality Housing

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

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

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

⁴¹ Section 4.5.5 of the Officers' Report

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

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

3.5.6 Housing Provision

We acknowledge those submissions that relate to the provision of affordable housing, social housing, community housing as well as alternative models and forms of housing. We agree with the Officers' recommendations to make amendments that better acknowledge the range of housing options that forms part of housing choice⁴².

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

Recommendations:

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

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

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

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

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

Specific Forms and Alternative Approaches to Housing

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

⁴² Section 4.5.6 of the Officers' Report

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

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

3.5.7 Kāinga Nohoanga

We agree with Officers⁴³ that the direction around enabling Kāinga Nohoanga appropriately recognises Te Tiriti o Waitangi, and the commitment of the Crown to achieve equitable outcomes for Māori, and that no changes are required to the dGCSP in relation to enabling Kāinga Nohoanga.

Recommendations:

No changes are recommended in relation to this matter.

3.5.8 Connected Neighbourhoods

We accept the advice of Officers⁴⁴ that the 'Connected Neighbourhood' concept in the dGCSP reflects the idea of people living in urban centres having access to services that can be reached through travel modes other than the private car, including walking, cycling, and public transport. These modes have less impact on the environment, while improving people's health and wellbeing. We also agree with them that this concept is about improving quality of life for residents through providing easy access to day to day needs and enhanced social interactions, and is not about restricting freedom of movement.

Recommendations:

No changes are recommended in relation to this matter.

⁴³ Section 4.5.7 of the Officers' Report

⁴⁴ Section 4.5.8 of the Officers' Report

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

3.6.1 The Strengthened Network of Urban and Town Centres

We have considered the matters raised in submissions relating to urban and town centres and agree with the Officers' assessment of these and related recommendations⁴⁵. This includes an additional recommendation to include symbols for Lyttelton Port and the inland ports on various maps⁴⁶.

Recommendations:

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

3.6.2 Recognising the role of Research and Primary Production Activities

Having considered the submissions and Officers' assessment of these⁴⁷, we agree that greater consideration of the impacts of urban growth on primary production activities, research centres and farms, and the potential for growth to compromise these, is required in the dGCSP.

During the hearing, we did question whether commentary should be included in the dGCSP on issues arising from the effects of rural activities on urban areas. We have considered the Further Response from Officers on this⁴⁸, and see benefit in adding the additional paragraph identified by Officers relating to this, as well as additional text under Direction 3.5 noting that the green belt can be used to address reverse sensitivity impacts.

Recommendations:

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

Greater Christchurch contains a number and range of tertiary and research institutions of strategic importance from a local and national perspective. Their retention, protection and continued operation is of regional and national economic importance.
- b) Amend second bullet point in the 'Context' section under Opportunity 5, on page 66 as follows:

⁴⁵ Section 4.6.1 of the Officers' Report

⁴⁶ Pages 15-16 Officers' Response

⁴⁷ Section 4.6.2 of the Officers' Report

⁴⁸ Pages 3-4 in the Further Response

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.6.3 Additional Key Terms

We agree with Officers that the additional terms sought to be added as 'Key Terms' in the dGCSP are not necessary, as they are terms that are defined elsewhere or are well understood terms⁴⁹.

Recommendations:

No changes are recommended in relation to this matter.

⁴⁹ Section 4.6.3 of the Officers' Report

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

3.7.1 Alternative Options or Approaches for MRT

Various submitters commented on aspects of the MRT system. We acknowledge firstly (as outlined in the Officers' Report⁵⁰), that while the dGCSP provides the proposed route for MRT, and indicates what the urban form along the corridor would look like, detailed analysis of the MRT proposal is not included in the dGCSP itself. However, the MRT Indicative Business Case (IBC) was completed alongside the development of the dGCSP, and the preferred spatial strategy contained in the dGCSP is based on the assessment of various land use and transport scenarios.

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

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

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

With respect to heavy rail, the Officers advised⁵¹ that the use of the heavy rail corridor was "*not well aligned to the outcomes sought by the MRT system for a number of reasons*". While they stated that heavy rail is not the best option for a 'turn-up-and-go' service that is envisaged for MRT under the dGCSP, they also stated that this did not mean passenger rail will not happen in Canterbury in the future. We are also cognisant that Officers reinforced, when presenting their responses to questions, that the dGCSP is a package, and changes to part of dGCSP, for example in relation to indicating a preference for heavy rail, could undermine what the dGCSP is trying to achieve, by starting to 'unpick' or add to elements of the package in a way that unravels how different parts of the package work together. We are also conscious that these are matters that have been, and will continue to be looked at by the Canterbury Regional Transport Committee, and we do not wish to predetermine the outcomes of this future detailed work.

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

⁵⁰ Section 4.7.1 of the Officers' Report

⁵¹ Section 4.7.1 of the Officers' Report

widths of the designations over the rail corridors in each district. The response provided⁵² advised that the designation widths vary greatly, from 5m to 300m. We acknowledge that the width of the existing designated corridor in some narrower parts may also present a challenge to this expanded use.

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

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

With respect to the MRT route, we were particularly interested to understand the consideration that had been given to extending this to the airport, University, and to the east. We accept the advice of Officers⁵³ that the MRT route is intrinsically linked with where growth and development is to be focused, i.e., intensification along these public transport corridors; and that the wider public transport system will serve other areas. We endorse the comments of Officers⁵⁴ that acknowledge that the public transport network needs to improve to service existing and future communities in the East. However, we accept the reasons as to why this route, as well as routes to the airport and University, are not identified as part of the MRT corridor.

Recommendations:

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

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

⁵² Pages 2-3 of the Further Response.

⁵³ Section 4.7.1 of the Officers' Report

⁵⁴ Question 15, page 10 of the Officers' Response

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

3.7.2 Region-wide Public Transport Improvements

We acknowledge submitters who sought improvements to existing public transport services, including both improved reliability and more accessible routes, and in some cases sought that this was prioritised ahead of a new MRT system. However, we agree with Officers that while the CGSP highlights that an important first step to improving Greater Christchurch's public transport network is to accelerate the implementation of planned improvements to the existing bus network, this is a matter to be addressed through the Greater Christchurch Public Transport Futures (PT Futures) programme, rather than through the dGCSP itself⁵⁵. We do not consider that continued work on the MRT system should be delayed due to this.

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

Recommendations:

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

3.7.3 District Connections

Various submitters sought the extension of the core MRT system to Rolleston and Rangiora. We accept the advice from Officers that the PT Futures Programme is actively looking at the improvements described by the Officers, and that the identified improvements are being fed into current LTP consideration⁵⁷.

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

⁵⁵ Section 4.7.2 of the Officers' Report

⁵⁶ Question 34, page 14 of the Officers' Response

⁵⁷ Section 4.7.3 of the Officers' Report

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

Recommendations:

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

3.7.4 Regional Rail Connections

We note that heavy rail services beyond the Greater Christchurch area were also mentioned by submitters, but accept the advice of Officers that this is beyond the scope of the dGCSP⁵⁸. We also note that this is a matter that the Canterbury Regional Transport Committee is looking at, and we encourage them to continue to do so.

Recommendations:

No changes are recommended in relation to this matter.

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

We agree with the Officers assessment (Section 4.7.5) of submissions that relate to this topic and their recommendations⁵⁹.

Recommendations:

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

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

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

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

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

⁵⁸ Section 4.7.4 of the Officers’ Report

⁵⁹ Section 4.7.5 of the Officers’ Report

3.7.6 Transporting Freight

We agree with the Officers assessment of submissions that relate to this topic and their recommendations⁶⁰, including the additional recommendation in the Officers' Response⁶¹.

Recommendations:

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

3.8 Development Capacity

3.8.1 Housing Demand

Various submitters questioned both how the demand modelling had been undertaken and its accuracy. We note that this is addressed in detail in the Officers' Report⁶², noting that expected demand for housing is based principally on Statistics New Zealand's (Stats NZ) population estimates and projections and the associated assumptions, which in turn underpins the most recent HCA undertaken by the Partnership district and city councils. The dGCSP has in turn been informed by the HCA.

We also received evidence from Fraser Colegrave from Insight Economics, who provided an Economic Peer Review on the dGCSP on this matter, in support of the submission by Infinity Investment Group Holdings Limited. His key conclusions relating to housing demand and capacity, which we have paraphrased below, are⁶³:

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

⁶⁰ Section 4.7.6 of the Officers' Report

⁶¹ Question 35, pages 26-27 of the Officers' Response

⁶² Section 4.8.2 of the Officers' Report

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

We asked Officers to respond to the findings of Mr Colegrave's peer review, and note that Officers sought comment from Rodney Yeoman from Formative Limited, who provided a memorandum responding to matters revised in the peer review⁶⁴. We also asked several questions of Mr Yeoman when the Officers presented their response to the Panel's questions. When asked what the key difference between his analysis and that undertaken in Mr Cosgrove's Peer Review, Mr Yeoman pointed us to four paragraphs in his 13th November 2023 memorandum, which are reproduced below:

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

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

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

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

After assessing both opinions and the information provided, we prefer the expert opinion of Mr Yeoman⁶⁵. Overall, while we accept that some submitters have concerns about the extent, nature, and location of demand that has informed the dGCSP, we note that the most recent applicable HBA (which in itself is not part of the dGCSP) has been used to inform the FDS component of the dGCSP,

⁶⁴ Appendix A of the Officers' Response

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

We also had a number of clarification questions of Officers and Mr Yeoman regarding the interpretation of Tables 2 & 4 of the dGCSP. This resulted in us requesting that Mr Yeoman, in conjunction with the Officers, provide suggested wording to add as footnotes to Tables 2 & 4 in the dGCSP, to provide greater clarity on these matters⁶⁶.

Recommendations:

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

We recommend that the Partnership:

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

3.8.2 Assessing Housing Development Capacity

As with demand modelling, various submitters also raised concerns that the HCA does not adequately assess the sufficiency of housing development capacity, with respect to both the type and amount of capacity assessed. As noted above, while this matter was traversed in the evidence from Mr Colegrave, this was responded to by Mr Yeoman. We accept the advice from Officers that the modelling of capacity inherently relies on assumptions, and that no model can be perfect⁶⁷. While not forming part of the dGCSP itself, we are not persuaded that the HCA, which has informed the dGCSP, is inherently flawed such that the approach taken in the dGCSP should be fundamentally reconsidered.

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

⁶⁶ Pages 5-6 of the Further Response

⁶⁷ Section 4.8.3 of the Officers' Report

Recommendations:

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

We recommend that the Partnership:

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

3.8.3 Level of Sufficiency

We accept the advice of Officers⁶⁸ that while the HCA found that there is insufficient development capacity over the long term for dwellings in the Selwyn District, there is an overall surplus in Greater Christchurch as a whole. We also accept that the demand projections and capacity estimates are likely to be conservative and that through the recent decisions on the Selwyn District Plan, additional capacity has also been added, reducing the shortfall. We agree with the Officers that the predicted shortfall is acknowledged in the dGCSP and that no changes to it are required.

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

We also note that in their Further Response, Officers identified as error in Figure 9 and recommended that it be corrected with a new version⁶⁹. We agree with updating Figure 9.

Recommendations:

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

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

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

⁶⁸ Section 4.8.4 of the Officers' Report

⁶⁹ Pages 7-8 of the Further Response

We recommend that the Partnership:

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

3.8.4 Business Development Capacity

We agree with the Officers' recommended response to submissions, which better aligns with the direction in the NPS-UD⁷⁰.

Recommendations:

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

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

3.8.5 Business Development Capacity Assessment

We have considered and accept the Officers' assessment of matters relating to business capacity⁷¹, noting in particular that the Business Capacity Assessment (BCA) concludes that there is sufficient industrial capacity in each Council and significant capacity existing across the Greater Christchurch area overall; and that broad locations for where longer-term industrial areas may be provided for are shown on the desired pattern of growth map in the dGCSP.

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

The Panel also specifically asked for additional information on these matters and further information on the BCA was provided in the Officers' Response⁷². We note that the Officers have maintained their recommendations in relation to this matter after considering all submitter presentations and having obtained further advice from Formative⁷³. We therefore accept the view of Officers that the HBC is sufficiently robust to guide the dGCSP, which in turn has appropriately identified broad locations of the desired pattern of growth, and on that basis, we agree with Officers' recommendations.

⁷⁰ Section 4.8.5 of the Officers' Report

⁷¹ Section 4.8.6 of the Officers' Report

⁷² Question 27, page 17 of the Officers' Response

⁷³ Appendix A of the Officers' Response

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

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

Recommendations:

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

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

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

3.8.6 Monitoring and Development Capacity

We agree with Officers that it is appropriate for the dGCSP to acknowledge the monitoring requirements of the NPS-UD⁷⁴.

Recommendations:

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

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

⁷⁴ Section 4.8.7 of the Officers' Report

3.9 Priority Areas

3.9.1 Identified Priority Development Areas in the dGCSP

We accept the response provided by Officers in relation to submissions on the Priority Development Areas (PDAs) identified in the dGCSP⁷⁵. From this, we understand that:

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

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

Recommendations:

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

3.9.2 Identification of Eastern Christchurch as a Priority Area

Eastern Christchurch is identified as a Priority Area, rather than a Priority Development Area, in the dGCSP. We sought further advice from the Officers in relation to the definition of 'Priority Area', and the distinction between 'Priority Areas' and PDAs. In response, Officers noted that while there is not intended to be a focus on growth in Eastern Christchurch (which there is in the PDAs), it was identified as an area which required some focus and attention, including the need for a partnership approach to support this area to adapt to the impacts of climate change and to strengthen resilience⁷⁶.

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

⁷⁵ Section 4.9.1 of the Officers' Report

⁷⁶ Question 23, pages 17-19 of the Officers' Report

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

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

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

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

Recommendations

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

Priority Development Areas arising from technical evaluation

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

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

Priority Regeneration Area

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

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

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

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

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

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

3.9.3 The Process to come for identified Priority Areas

We accept the information provided by Officers regarding the intended next steps for Priority Areas, noting that this will form part of the implementation of the dGCSP⁷⁷.

Recommendations:

No changes are recommended in relation to this matter.

⁷⁷ Section 4.9.3 of the Officers' Report

3.10 Infrastructure

3.10.1 Protection of Strategic Infrastructure

We agree with Officers⁷⁸ that the key strategic infrastructure which is identified spatially on Map 9 represents important regional or national assets and that there is a need to ensure that development does not adversely affect its efficient operation, use, development, appropriate upgrade, and future planning. We also agree that while the avoidance of activities may be required in some circumstances to achieve this, in other cases the operation of strategic infrastructure can be appropriately provided for through the careful management of development. We therefore support recommended changes to the wording of the dGCSP which aligns with this.

We agree with the other changes recommended by Officers for the reasons given⁷⁹, as well as their further recommendation to include the airport symbol in the legend on Maps 9 & 15⁸⁰. The exception to this is that we do not consider there is any particular benefit in moving Map 9 so that it sits after Map 5, so we have not adopted this recommendation.

Recommendations:

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

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

⁷⁸ Section 4.10.1 of the Officers' Report

⁷⁹ Section 4.10.1 of the Officers' Report

⁸⁰ Pages 5-6 of the Officers' Response

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

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

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

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

3.10.2 Airport Noise Contours

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

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

In response to the second question the Officers' advised:

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

Following a thorough review of all the submissions for and against adding in the new modelled contours sought by CIAL, we agree with the responses provided by Officers⁸¹ which note that the

⁸¹ Section 4.10.2 of the Officers' Report

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

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

Recommendations:

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

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

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

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

3.11 Joint Work Programme / Implementation

3.11.1 Partnerships

We agree with Officers' consideration of submission points relating to partnerships that are required as part of the implementation of the dGCSP, as directed through the Joint Work Programme on pages 90-91⁸². However, we have identified that in relation to the 'Priority Areas' and 'Economic Development Plan' actions/initiatives, that reference should also be made to relevant crown partners, as there are government agencies and ministries that are not part of the urban growth partnerships, but who should be involved in supporting these actions/initiatives.

Recommendations:

- a) Amend the 'Supporting Agencies' column within the 'Priority Areas' row of the joint work programme on page 79 as follows:

Urban Growth Partners, Relevant Crown Partners, Developer Sector

- b) Amend the 'Supporting Agencies' column within the 'Economic Development Plan' rows of the joint work programme on page 80 as follows:

Urban Growth Partners, Relevant Crown Partners, Economic Development Agencies, Canterbury Employers Chamber of Commerce, Tertiary Education Providers

3.11.2 Tools and Incentives

We agree with Officers' consideration of submission points⁸³ relating to those mechanisms, tools and incentives that will be required to help implement the dGCSP. We note that a range of tools will be required and agree that it is appropriate that these are broadly identified in the dGCSP, rather than trying to provide an exhaustive list.

Recommendations:

No changes are recommended in relation to this matter.

3.11.3 Other Matters

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

Recommendations:

- a) Amend the fourth paragraph under the 'Joint work programme' on page 78 as follows:

The ~~Whakawhanake Kāinga Komiti~~ Greater Christchurch Partnership Committee will receive biannual updates on the progress of the joint work programme.

⁸² Section 4.11.1 of the Officers' Report

⁸³ Section 4.11.2 of the Officers' Report

3.12 Evidence base

3.12.1 Huihui Mai

We agree with Officers comments and recommendations in relation submission points made in relation to Huihui Mai⁸⁴.

Recommendations:

No changes are recommended in relation to this matter.

3.12.2 Population

We accept the Officers' explanations⁸⁵ regarding the population projections which have informed the dGCSP. We note, in particular their comment that all population projections have uncertainty because the future is inherently uncertain, but note that the projections are based on Stats NZ estimates and assumptions. We agree with the changes that the Officers have recommended to provide better clarity on the definition of Greater Christchurch, and to ensure that the population figures included in the dGCSP correspond with the area of Greater Christchurch; and to be clearer that the population figure of 1 million is not associated with a particular timeframe.

Recommendations:

The dGCSP should be amended to

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

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

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

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

⁸⁴ Section 4.12.1 of the Officers' Report

⁸⁵ Section 4.12.2 of the Officers' Report

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

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

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

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

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

3.12.3 National Policy Statement on Urban Development 2020

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

We accept the advice of Officers⁸⁶ that:

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

⁸⁶ Section 4.12.3 of the Officers' Report

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

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

This advice⁸⁷ concluded that the FDS component of the dGCSP does spatially identify the broad locations in which development capacity will be provided over the long term, in both existing and future urban areas, in accordance with clause 3.13 of the NPS-UD, because while it only provides limited future greenfield development (including already zoned areas), it identifies other areas which are a focus for growth through intensification. It further notes that Clause 3.13(2)(a) does not require the areas that are provided to meet future development capacity to be greenfield areas and specifically anticipates that the capacity may be able to be provided through further development of existing urban areas.

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

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

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

Recommendations:

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

The plan will be reviewed and updated (as needed) every five years. **In accordance with the National Policy Statement on Urban Development 2020, the Future Development Strategy component of the plan will be reviewed and updated (as needed) every three years.**

- b) Amend the 'Monitoring' section on page 82 as follows:

This will ensure that future iterations of the plan can respond to changing demographic, social, economic and cultural factors. **In accordance with the National Policy Statement on Urban Development 2020, the Future Development Strategy component of the plan will be reviewed every three years following the preparation of the latest Housing and Business Development Capacity Assessment.**

- c) Amend the legend of Maps 2 and 14 (pages 23 and 70 respectively) 'growth around central city, centres and corridors' to correspond to the symbology on the maps.

- d) Amend Maps 2 and 14 (pages 23 and 70 respectively) to reflect resultant changes and the status of private plan changes, district plan reviews, IPIs and referred projects under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

- e) Add the following to the second paragraph under Direction 4.3 (page 60):

...more at incentivisation, partnerships and investment. **A broad range of statutory and non-statutory tools will be relied upon for improving the feasibility of intensification to support the desired pattern of growth.**

- f) Amend the 'Purpose' column of the 'Statutory tools' and 'Non-statutory tools' actions/initiatives (page 80) as follows:

To assess, propose and implement the suite of statutory tools that will give effect to the Spatial Plan, **improve the feasibility of intensification,** and enable delivery of the joint work programme.

- g) Amend the section on 'Delivering on national direction' (page 15) as follows:

The Spatial Plan satisfies the requirements of a future development strategy under the National Policy Statement on Urban Development. This includes setting out how well-functioning urban environments will be achieved, and how sufficient housing and business development capacity will be provided to meet expected demand over the next 30 years.

Relevant national policy direction that has informed the Spatial Plan includes the ~~National Policy Statement on Urban Development~~, Government Policy Statement on Housing and Urban Development, Government Policy Statement on Land Transport, the Emissions Reduction Plan, and every other national policy statements relating to highly productive land and freshwater management under the Resource Management Act 1991.

~~The Spatial Plan satisfies the requirements of a future development strategy under the National Policy Statement on Urban Development. This includes setting out how well-functioning urban environments will be achieved, and how sufficient housing and business development capacity will be provided to meet expected demand over the next 30 years.~~

- h) Amend Figure 5 'Planning context for the Spatial Plan' (page 17) to include two new boxes containing the text "Evidence Base" and "Engagement and Consultation" as matters that the dGCSP has been informed by.

3.13 Other Feedback

Submissions

We agree with Officers that the matter identified in the 'Other Feedback' section are either addressed in other parts of their report, or do not relate to matters that necessitate changes to the dGCSP⁸⁸.

3.13.1 Consideration of Religious Communities

We agree with the Officers reasons for, and recommendation to include additional reference to religious activities in the dGCSP under the text relating to Direction 4.5⁸⁹.

Recommendations:

- a) Amend the first paragraph under 'Community facilities and open, green and public spaces' on page 64 as follows:

Community facilities contribute to strong, healthy and vibrant communities by providing spaces where residents can connect, socialise, learn and participate in a wide range of social, cultural, religious, art and recreational activities.

Report Signed on Behalf of the Hearing Panel:



Stephen Daysh - Chair

⁸⁸ Section 4.13 of the Officers' Report

⁸⁹ Section 4.13.1 of the Officers' Report

4. Appendices

Schedule 1 – Submitters who appeared

The following submitters spoke to the Hearing Panel regarding their submissions.

Thursday 26 October 2023 at Christchurch City Council Chambers

- Oliver Boyd, Summerset Group Holding Limited, submission #171
- Rebecca Parish and Alex Booker for Foodstuffs (South Island) Properties Limited, submission # 329
- Ryan Geddes and Alex Booker for Birchs Village Limited and WDL Enterprises Limited, submission #327
- Graeme McCarrison for Spark, Chorus, OneNZ, FortySouth and Connexa, submission #222
- Hannah Marks, Richard Moylan and Kate Beetham for Orion Group Limited, submission #336
- Anne Scott for Spokes Canterbury, submission #351
- Anne Scott, submission #175
- Chessa Crow, submission #27

The hearing adjourned at 12.32 pm and reconvened at 2.00 pm.

- Selena Combe and Jackie Howard for Styx Living Laboratory Trust, submission #295
- David Hawke for Halswell Residents Association, submission #301
- Humphrey Tapper for the Tapper Family Trust, submission #330

The hearing adjourned at 2.44 pm and reconvened at 3.17 pm.

- Benjamin Love, submission #300
- David Lawry, submission #149
- Fiona Bennetts, submission #297

Friday 27 October 2023 at Waimakariri District Council Chambers

- Holly Luzak for CVI Projects Limited, submission #155
- Lynda Murchison for NZ Pork, submission #342
- Martin Pinkham, submission #263

Friday 27 October 2023 at Christchurch City Council Chambers

- Ross Hebblethwaite on behalf of Paul Byrant, submission #198
- Joanne Zervos, submission # 271
- Joe Davis and Brendon Harre, submissions #127 and #258
- David Ivory, submission #156
- Tim Lindley, submission #272
- Alan Grey, submission #364
- Robina Dobbie, submission #281
- Joe Holland, submission #291
- Robina Dobbie for Leanne Farrar, submission #255
- Paul McMahon, Chairperson of Waitai Coastal-Burwood-Linwood Community Board, submission #352

Monday 30 October 2023 at Selwyn District Council Chambers

- James Riddoch and Sandamali Ambepitiya for Property Council New Zealand, submission #201
- Ross Houliston and Mike Mora for The Greater Hornby Residents Association, submission #359
- Tim Carter for Carter Group Limited, submission #331
- Andrew Mactier for Fletcher Living Limited, Hughes Development Limited and Danne Mora Limited, submissions #339, 340 and 362
- Donna Gillatt, submission #200
- Andrew Schulte for Hill Streets Limited, submission #184
- Rebekah Couper-Wain, submission #282
- Don Babe, submission #104
- Ian McIntosh, submission #235

Thursday 2 November 2023 at Christchurch City Council Chambers

- Paul Francis for Opal Consortia, submission #287
- David Duffy for Richmond Residents' and Business Association, submission #363
- Anne Dingwall and Dr Chris Kissling for Christchurch Civic Trust, submission #274
- Felicity Hayman for Christchurch International Airport Limited, submission #218
- Holly Luzak for Cashmere Park Ltd, Hartward Investment Trust & Robert Brown, submission #196

The hearing adjourned at 10.36 am and reconvened at 10.48 am.

- Brigitte McKenzie-Rimmer and Brooke McKenzie for Landowners Group, submission #260
- Adele Radburnd for Christchurch NZ, submission #202
- Sarah Eveleigh and Fraser Colegrave for Infinity Investment Group Holdings Limited, submission #326
- Chris Ford for Disabled Persons Assembly (NZ) Inc, submission #302
- Garreth Hayman for Doppelmayr NZ Limited, submission #219
- Christopher Kissling, submission #203
- George Laxton, submission #199
- Dianne Downward, submission #234
- Georgia Brown for Ross Clarke, submission #240

The hearing adjourned at 1.05 pm and reconvened at 2.00 pm

- Margo Perpick and Fraser Colegrave for Arumoni Developments Limited, submission #210
- Margo Perpick for Momentum Land Limited, submission #347
- Maro Perpick and Brian Putt for Balance Developments Limited, submission #348
- Margo Perpick and Greg Gaba, submission #214
- Drucilla Kingi-Patterson, submission #115
- Ingrid Mesman, submission #212
- Ann Satterthwaite for Leslie McAuley, submission #206
- Colin Meurk for Creative Transitions to Sustainable Futures, submission #80
- Davinia Sutton, submission #217
- Margo Perpick and John Paul Clark for Momentum Land Limited, submission #347

Friday 3 November 2023 at Christchurch City Council Chambers

- Fiona Aston for Red Spur Limited, submission #314
- Fiona Aston for Cockram Premises Limited, submission #320
- Fiona Aston for Survus Consultants, submission #321
- Fiona Aston and Sarah Eveleigh for Miles Premises Limited, submission #313
- Fiona Aston and Sarah Eveleigh for Equus Trust, submission #306
- Phil de Joux and Crystal Lenky for Lyttelton Port Company Limited, submission #332

The hearing adjourned at 10.54 am and reconvened at 11.03 am.

- Fiona Aston for Richard and Geoff Spark, submission #310
- Fiona Aston and Andrew MacAllister for Andrew MacAllister and Robbie McIlraith, submissions #318 and #311
- Fiona Aston for Rob Nicol, submission #308
- Jane McKenzie, submission #298
- Mary Hobbs, submission #369

The hearing adjourned at 12.37 pm and reconvened at 1.15 pm.

- Emma Norrish (Chairperson) for Waipapa Papanui-Innes-Central Community Board, submission #187
- Helen Broughton (Chairperson) for Waipuna Halswell-Hornby-Riccarton Community Board, submission #343
- Callum Ward (Chairperson) for Waihoru Spreydon-Cashmere-Heathcote Community Board, submission #303
- Gordon Malcolm on behalf of Paul Hill, submission #169
- Patricia Harte for Urban Estates Limited, submission #304
- Margo Perpick & John Paul Clark for Momentum Land Ltd, submission #347

Saturday 4 November 2023 at Rehua 226, University of Canterbury

- Selwyn Youth Council, submission # 176
- Waimakariri Youth Council, submission #335
- Rolleston College, submissions #167, 168, 188 and 189

The hearing adjourned at 11.38 am and reconvened at 12.26 pm.

- Papanui High School, submission #191
- Kaiapoi High School, submission #190

Appendix 1 – Recommended Changes to the draft Greater Christchurch Spatial Plan

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
2-7	Delete the 'Have your say' and 'Huihui Mai Engagement – what we heard' sections that explained how to be involved and summarises the results of the online survey of the Huihui Mai engagement.	3.1.2
9	Update contents page to reflect recommended changes to titles.	N/A - Consequential to other recommendations
10	Insert Greater Christchurch as a key term in the dGCSP to provide a simplified description of Greater Christchurch, as follows: <u>Greater Christchurch is described in detail in the Greater Christchurch Spatial Plan, however it is generally understood as the area covering the eastern parts of Waimakariri and Selwyn Districts Councils and the metropolitan area of Christchurch City Council, including the Lyttelton Harbour Basin. It includes the towns of Rangiora, Kaiapoi and Woodend/Pegasus to the north and Rolleston, Lincoln and West Melton to the south-west. The extent of Greater Christchurch is shown on Map 2 of the Greater Christchurch Spatial Plan.</u>	3.12.2
10	Amend the key term for 'Green Belt' as follows: A green belt is a planning tool used to maintain areas of green space around urban areas, often acting as a buffer <u>transition</u> between urban and rural areas.	3.4.5
11	Amend the key term for 'Priority Areas' as follows: ... It is important to note that if an area is not a 'Priority Area' through this process, it does not mean that it may not become one at a later date. The list of Priority Areas can change and be re-prioritised as challenges and opportunities change or evolve. It also does not mean that development, partnership and investment in areas outside of a Priority Area cannot occur. <u>The currently identified Priority Areas are set out in Table 1.</u>	3.9.2
13	Amend the first paragraph in the 'Introduction' as follows:	3.12.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	Over the past 15 years, Greater Christchurch and its surrounding towns have has grown rapidly to a population of around half a million . By 2050, more than up to 700,000 people are projected to could be living in Greater Christchurch – 340% more than there are today, with the population potentially doubling to 1 million people in the future . within the next 60 years, if not earlier.	
13	Amend paragraph 5 of the 'Introduction' as follows: Its key overarching directions include a focus on targeted intensification in centres and along public transport corridors...	3.5.5
14	Amend the Vision Statement to read as follows: The Spatial Plan seeks to deliver on the collective community aspirations for the future of Greater Christchurch – as a place that supports the wellbeing of residents both now and for generations still to come where the interrelationship between people and nature underpins a focus on intergenerational wellbeing, and positions Greater Christchurch to be a place that supports the wellbeing of generations still to come.	3.1.1
19	Amend Paragraph 4 in the 'How Greater Christchurch has grown' section as follows: The introduction increased ownership of private cars during the middle of the 20 th century also enabled the urban area to develop beyond the inner city....	3.1.2
19	Amend paragraph 5 in the 'How Greater Christchurch has grown' section as follows: ...It resulted in the permanent displacement of whole neighbourhoods in the eastern areas of Christchurch and in Kaiapoi, and demolition of many buildings in Christchurch's Central City. <u>This included demolition of a significant number of Heritage Listed buildings.</u>	3.1.2
19	Amend paragraph 7 in the 'How Greater Christchurch has grown' section as follows: Greater Christchurch's population exceeds of around half a million people, which represents more than 80 percent of the Waitaha / Canterbury population and almost half of the Te Waipounamu / South Island population.	3.12.2
22-23	Amend the section on 'Delivering on national direction' as follows:	3.12.3

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<p><u>The Spatial Plan satisfies the requirements of a future development strategy under the National Policy Statement on Urban Development. This includes setting out how well-functioning urban environments will be achieved, and how sufficient housing and business development capacity will be provided to meet expected demand over the next 30 years.</u></p> <p>Relevant national policy direction that has informed the Spatial Plan includes the National Policy Statement on Urban Development, Government Policy Statement on Housing and Urban Development, Government Policy Statement on Land Transport, the Emissions Reduction Plan, and every other national policy statements relating to highly productive land and freshwater management under the Resource Management Act 1991.</p> <p>The Spatial Plan satisfies the requirements of a future development strategy under the National Policy Statement on Urban Development. This includes setting out how well-functioning urban environments will be achieved, and how sufficient housing and business development capacity will be provided to meet expected demand over the next 30 years.</p>	
24	<p>Amend Figure 5 'Planning context for the Spatial Plan' by:</p> <ul style="list-style-type: none"> - replacing 'Give effect to' with 'Had regard to in'; and - including two new boxes containing the text "Evidence Base" and "Engagement and Consultation" as matters that the dGCSP has been informed by. 	3.1.2 and 3.12.3
25	<p>Amend the third bullet point under 'Related planning processes currently underway' as follows:</p> <p>Canterbury Regional Council is reviewing the <u>regional planning framework for Canterbury. A new Regional Policy Statement is expected to be notified at the end of 2024. This process seeks to align the regional planning framework with national direction such as the National Policy Statement for Freshwater Management 2020, including Te Mana o te Wai. It also</u> Regional Policy Statement, which includes a review of the airport <u>noise contours relating to Christchurch International Airport, mapping of highly productive land, and development of developing</u> significance criteria for new greenfield areas, as well as the Regional Coastal Environment Plan and the Land and Water Regional Plan. This review will also continue to consider, and direct, how to manage urban growth in balance with activities that occur in the rural environment.</p>	3.4.4 and 3.10.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
25	<p>Add a new bullet point after the last bullet point under the heading 'Related planning processes currently underway' as follows:</p> <p><u>The Christchurch City Council is undertaking a Coastal Hazards Adaptation Framework with its coastal communities to create adaptive pathways to respond to coastal hazard risks. It is anticipated that this work will inform future changes to the District Plan. The Selwyn and Waimakariri District Councils are currently in the early phase of their coastal hazard adaptation work. All three councils, along with Environment Canterbury, other territorial authorities in Waitaha Canterbury and papatipu rūnanga, have been involved in the Canterbury Climate Risk Assessment published in early 2022 through the Canterbury Mayoral Forum. It is also anticipated that a signalled new law 'the Climate Adaptation Act' will assist in responding to complex legal and technical issues associated with coastal hazard risks if and when it is enacted by the Government.</u></p>	3.3.3
26	<p>Amend the 'Looking to the future' section as follows:</p> <p>The latest projections from Stats NZ indicate Greater Christchurch's population will could grow from a population of approximately 530,000 half a million to more than around 700,000 by 2051. This is around 170,000 more people and 77,000 more households.</p> <p>If Greater Christchurch was to grow at the rate seen over the last 15 years, then it could reach a population of 700,000 within the next 25 to 30 years and in time one million within the next 60 years, doubling the size of today's population.</p>	3.12.2
28	<p>Amend the introduction to 'The spatial strategy' section as follows:</p> <p>Together, these opportunities, directions and key moves make up the spatial strategy for Greater Christchurch. <u>There is no hierarchy between the opportunities, directions and key moves, as all will be collectively required to deliver the desired future state.</u> A visual representation of the strategy is provided in Map 2.</p>	3.1.1
29	<p>Add a notation to Map 2 as follows:</p> <p><u>Ecological enhancement / green belt: The dashed lines are an approximate representation of the location of ecological enhancement / green belt areas, to be further investigated.</u></p>	3.4.5

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
29	Amend Map 2 to align with new / expanded business (industrial and commercial areas) that were rezoned by the partially operative Selwyn District Plan.	3.8.5
29	Amend Map 2 to reflect resultant changes and the status of private plan changes, district plan reviews, IPIs and referred projects under the COVID-19 Recovery (Fast-track Consenting) Act 2020.	3.12.3
29	Amend Map 2 to include any existing LLRZ in Greater Christchurch as part of the existing urban area.	3.5.1
29	Amend Map 2 to correctly show the Ōpāwaho Heathcote River.	3.1.2
29	Amend Map 2 to show the full connection of the Kaiapoi River between Kaiapoi Township and the Waimakariri River.	3.1.2
29	Amend the legend of Map 2 'growth around central city, centres and corridors' to correspond to the symbology on the maps.	3.12.3
29	Amend Map 2 to show the complete connection for the 'Core Public Transport routes' heading to Queenspark, New Brighton and Sumner.	3.7.2
29	Identify Prebbleton on Map 2 as a 'Locally important urban centres and town'.	3.6.1
29	Amend Map 2 to include Lyttelton Port and the inland ports.	3.6.1
30	Rename 'Directions' to ' Overarching Directions' and add a new label ' Directions ' for Direction's 1.1 to 6.5.	3.1.1
30	Amend Direction 1.1 as follows: 1.1 Avoid urban development over Protect Wāhi Tapu from urban development	3.2
30	Insert new Direction as follows: 1.3 Protect, recognise, and restore historic heritage	3.2
30	Amend Direction 3.1 as follows: 3.1 Avoid development in Protect areas with significant natural values	3.4.1

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
30	Add a note as follows: <u>Note: The numbering of Opportunities and Directions does not indicate a hierarchy between these and is used only to assist with navigation of this plan</u>	3.1.1
31	Amend Opportunity 4 as follows: Enable diverse, <u>quality</u> , and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs.	3.5.2
31	Amend Direction 4.2 as follows: Ensure <u>at least</u> sufficient development capacity is provided or planned for to meet demand	3.5.2
31	Amend Direction 4.5 as follows: Deliver thriving neighbourhoods with quality developments, <u>quality housing</u> and supporting community infrastructure.	3.5.2
31	Amend Direction 5.1 as follows: <u>At least</u> sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network.	3.8.4
31	Amend Direction 5.3 as follows: Direction 5.3 Provision of strategic infrastructure that is resilient, efficient, <u>integrated</u> and meets the needs of a modern society and economy.	3.10.1
31	Insert a new direction 5.4 as follows: <u>5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy.</u>	3.6.2
31	Insert a new direction 5.5 as follows: <u>5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.</u>	3.6.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
31	Amend Opportunity 6 as follows: Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.	3.7.5
33	Amend the fifth paragraph under 'The prosperous development of kāinga nohoanga' as follows: ...Through this legislation, Māori Reserves have been zoned as Rural - preventing subdivision, housing, social and educational infrastructure, educational facilities , and the development of prosperous economic activities.	3.5.2
35	Add Prebbleton to the list of locations of 'Locally important urban centres and towns'	3.6.1
37	Amend the reference to 'community infrastructure' as follows: Rolleston is a strong residential growth node with high quality community infrastructure and a developing town centre providing retail and hospitality.	3.5.2
41	Amend Opportunity 6 as follows: Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.	3.7.5
43	Amend the sub-section 'Priority Areas arising from technical evaluation' as follows: Priority Development Areas arising from technical evaluation The Priority Development Areas have been identified through technical evaluation and include areas that offer significant opportunities for change in Greater Christchurch. This includes accelerated urban development at the right scale, environmental change to enhance resilience; or and exemplar projects that will reduce harm, encourage behaviour change or which can be a catalyst for private investment. Priority Development Areas provide the opportunity to accelerate development in locations that will support the desired pattern of growth. Priority Regeneration Area	3.9.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<p>Eastern Christchurch has also been identified as a Priority Regeneration Area. This is , rather than a Priority Development Area, to recognise the need for a partnership approach to:</p> <ul style="list-style-type: none"> • <u>maximise opportunities for regeneration of housing and business areas in appropriate locations;</u> • <u>improve accessibility to this area, including its significant recreational assets; and</u> • support this area to adapt to the impacts of climate change and to strengthen resilience. 	
43	Delete the heading 'Priority Areas arising from technical evaluation' from Table 1 and amend the title of the column which 'Eastern Christchurch area' is listed in to read 'Priority Regeneration Area'.	3.9.2
44	<p>Amend the legend in Map 4 as follows:</p> <ul style="list-style-type: none"> • Replace 'Priority Development Areas Arising from Technical Assessment' with 'Priority Development Areas' • Replace 'Priority Area - Eastern Christchurch Area' with 'Priority Regeneration Area' 	3.9.2
44	Amend the colours used in Map 4 to better distinguish between the 'Priority Development Areas and the Priority Regeneration Areas.	3.9.2
45	<p>Insert a new blue-green network Principle as follows:</p> <p>The vision to create an enhanced and expanded blue-green network in Greater Christchurch will be guided by five six principles:</p> <p><u>Healthy waterbodies: Valuing, respecting, and prioritising the health and wellbeing of waterbodies, recognising the vital importance of water.</u></p>	3.4.2
50	<p>Amend the title of Part 1 as follows:</p> <p>Part 1 – Areas to protect, avoid and enhance <u>Growth in the appropriate places</u></p>	3.3.4
51	Amend the first paragraph in Part 1 as follows:	3.3.4

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<p><u>To ensure that growth occurs in the right places, it is important to identify and map areas that require protection, and areas which need to be avoided or mitigated.</u> Identifying and mapping the areas to protect and avoid in the context of land development is important.</p> <p>This includes identifying areas to protect given their intrinsic values and importance, such as sites and areas of significance to Māori, and areas with significant natural features or landscapes; and areas to avoid given they are subject to natural hazards, <u>noting in some circumstances mitigation may also be appropriate.</u></p>	
51	Amend the heading 'Areas to avoid' in the blue box to 'Areas to avoid or mitigate' as follows: 'Areas to avoid <u>or mitigate</u> '	3.3.4
51	Amend the first sentence in the second paragraph as follows: The methodology and reasoning for identifying the areas to protect and avoid, <u>or potentially mitigate</u> , is set out in the Areas to Protect and Avoid Background Report. The sites...	3.3.4
51	Amend the first sentence of the third paragraph as follows: Layering all the areas to protect and avoid <u>or mitigate</u> on top of each other highlights the most constrained areas of Greater Christchurch for development (see Map 5). These areas...	3.3.4
51	Amend the second sentence of the fourth paragraph as follows: It is acknowledged that for flood hazard areas, the map shows differing return periods as the basis for areas to avoid, <u>or mitigate</u> , based on the best available mapping information from each territorial authority.	3.3.4
52	Amend the title of Map 5 from 'Areas to protect and avoid' to 'Key constraint areas' as follows: Map 5: Areas to protect and avoid <u>Key constraint areas</u>	3.3.4
52	Amend the legend to Map 5 by deleting reference to 'Areas to Protect and Avoid' and replacing with 'Key constraint areas'.	3.3.4
52	Amend Map 5 as follows:	3.10.1

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<ul style="list-style-type: none"> Identify Lyttelton Port and the inland ports Identify National Grid assets. <p><i>Note: Changes to other maps will result in consequential changes to Map 5 as this a 'heat' map combining other maps in the dGCSP.</i></p>	
52	Amend Map 5 to ensure it includes all the layers on Maps 7, 9 & 10	3.3.11
52	Update Map 5 to reflect recommendation to other maps which Map 5 is based on.	N/A - Consequential to other recommendations.
53	<p>Amend the opening text under Opportunity 1 as follows:</p> <p>The area that encompasses Greater Christchurch is part of a wider landscape that holds significant historic and contemporary cultural associations and importance for Ngāi Tahu whānui, reflecting their occupation of the area for more than 1,200 years. The Spatial Plan recognises the importance of protecting the sites and areas of significance to Māori for generations to come, and that Papatipu Rūnanga are the entities responsible for the protection of tribal interests within their respective takiwā'. <u>The Greater Christchurch area also has sites and buildings that are of importance in reflecting the historic heritage of the area. The Spatial Plan recognises the importance of protecting these sites and areas, and integrating them into the urban environment for continued retention and viability.</u></p>	3.2
53	<p>Amend Direction 1.1 as follows:</p> <p>1.1 Avoid urban development over <u>Protect</u> Wāhi Tapu <u>from urban development</u></p>	3.2
53	<p>Insert a new Direction in the 'Blue Box' tilted 'Direction' as follows:</p> <p><u>1.3 Protect, recognise, and restore historic heritage</u></p>	3.2
54	<p>Insert a new direction and related text (after the 'blue box') as follows:</p> <p><u>1.3 Protect, recognise, and restore historic heritage</u></p> <p><u>Greater Christchurch has many significant heritage sites, areas, and associated values, which should be recognised in urban development and protected from inappropriate activities. In providing this protection</u></p>	3.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<u>there will be tension with the direction for greater intensification and the pressures this may bring on historic heritage sites and areas. The challenge to this will be how to achieve the protection of historic heritage while providing for greater intensification in a changing urban environment.</u>	
55	Amend Map 6 to include Lyttelton Port and the inland ports.	3.6.1
56	Amend the last bullet point under Context as follows: In a global context, greenhouse gas emissions on a per capita basis are extremely high in Greater Christchurch. An emissions inventory for Christchurch City for the 2018/19 financial year showed that more than half of its total emissions came from the transport sector. <u>It is acknowledged that achieving a low carbon future for Greater Christchurch will require the provision of reliable renewable energy.</u>	3.3.5
57	Amend the 3rd paragraph under Direction 2.1 as follows: It is essential that urban development is directed away from areas that are at significant risk from natural hazards <u>where that risk cannot be reduced to acceptable levels,</u> to ensure the safety and wellbeing of people, and the protection of buildings, infrastructure and assets.	3.3.4
57	Amend the 4 th paragraph under Direction 2.1 as follows: There are also some areas subject to natural hazards, but where these risks can be <u>more easily</u> mitigated by building differently, such as increasing the floor levels of a building or ensuring building foundations meet a higher standard. These areas, <u>which include parts of the Port Hills and large areas of the floodplains,</u> are categorised as having negotiable <u>moderate</u> constraints (see Map 8).	3.3.4 & 3.3.9
57	Add a new bullet point after the first bullet point to Direction 2.2 as follows: Key ways to build resilience to climate change and natural hazards in Greater Christchurch include: <ul style="list-style-type: none"> Reducing transport... <u>Recognising interdependencies in the infrastructure sector, especially between telecommunications and electricity, and acknowledging the role they play in responding to, and recovering from, natural hazard events.</u> 	3.3.7

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57	Add to the second bullet point in Direction 2.2 as follows: <ul style="list-style-type: none"> Focusing growth away from areas likely to be more exposed to natural hazards that will be exacerbated by climate change, such as flooding and coastal erosion, <u>while acknowledging that strategic infrastructure sometimes needs to operate in areas affected by natural hazards.</u> 	3.3.7
58	Amend Map 7 to include Lyttelton Port and the inland ports.	3.6.1
58	Amend the tsunami layer underlying Map 7 as follows: Remove the red tsunami evacuation map layer and replace with the tsunami inundation 3m wave map layer (~1: 100-200 from 2019/2020 GNS modelling) and amend the legend on the map to refer to Tsunami Inundation – High.	3.3.10
58-59	Remove all references to ‘PC12’ in the legend to Map 7 and Map 8 and replace with a footnote reference to: <u>Jacobs (2021). Risk Based Coastal Hazard Analysis for Land-use Planning; Report for Christchurch City Council, September 2021.</u>	3.3.2
58-59	Add a reference in the legend to Map 7 and Map 8 as follows: <u>Jacobs (2020). Phase 2 Coastal Inundation Modelling Final Study Report; Report for Waimakariri District Council, March 2020.</u>	3.3.2
58-59	Amend the reference on Map 7 and Map 8 as follows: This map is based on the existing <u>technical</u> information and Geographic Information Systems (GIS) data from the four partner Councils. For some constraints, mapping data is unavailable, incomplete or reliant on emerging policy with legal effect. See ‘Areas to Protect and Avoid <u>Background</u> Report’ for limitations and further information <u>which is</u> available on the Greater Christchurch Partnership website.	3.3.2
59	Amend the title of Map 8 to be consistent with the recommended text changes as follows: Map 8: Areas subject to negotiable <u>moderate</u> natural hazard risks	3.3.4

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
59	Amend Map 8 to include Lyttelton Port and the inland ports.	3.6.1
59	Amend the tsunami layer in Map 8 as follows: Remove the orange tsunami evacuation layer and replace with tsunami inundation 5m wave map layer (~1:800 from 2019/2020 GNS modelling) and amend the legend on the map to refer to Tsunami Inundation – Moderate-Low.	3.3.10
60	Amend text under 'Protecting strategic infrastructure' as follows: Protecting strategic infrastructure: Urban development should be avoided carefully managed around strategic infrastructure, to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of this infrastructure. Key strategic infrastructure in Greater Christchurch includes Christchurch Airport, the Port of Lyttelton, the inland ports at Rolleston and Woolston, state highway and rail corridors, the National Grid and the electricity transmission and distribution network (see Map 9).	3.10.1
60	Amend the title of Map 9 to ' Key strategic infrastructure'.	3.10.1
60	Amend Map 9 as follows: <ul style="list-style-type: none"> • Correctly show the National Grid • Differentiate between the National Grid assets and electricity distribution network assets • Show locations of Prisons • Show the location of the Lyttelton Port Company City Depot inland port • Show location of military bases • Remove Woodford Glen Speedway and Ruapuna Raceway 	3.10.1
84	Amend Map 9 to include the airport symbol in the legend.	3.10.1
60	Add text under the heading 'Protecting strategic infrastructure' as follows:	3.10.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<u>The noise contours relating to Christchurch International Airport as shown on Map 9 represent the contours operative in the Canterbury Regional Policy Statement 2013. As part of the review of the Canterbury Regional Policy Statement, an update of the airport noise contours was completed by Christchurch International Airport Limited and independently peer reviewed by a panel of experts appointed by the Regional Council. In June 2023 a final set of remodelled air noise contours was made publicly available in a report published by Christchurch International Airport Limited. The updated noise contours will be a key input to the review of the Regional Policy Statement, and this is the process by which changes to the spatial extent of the operative contours and the associated policy framework will be considered.</u>	
61	Amend Direction 3.1 as follows: 3.1 Avoid development in Protect areas with significant natural values	3.4.1
62	Amend Map 10 to show the sea / coastal water, in a different colour from the urban area.	3.4.2
62	Amend Map 10 to include Lyttelton Port and the inland ports.	3.6.1
62	Amend Map 10 to separately identify Outstanding Natural Landscapes and Outstanding Natural Features.	
63	Amend Direction 3.1 and the text under it as follows: 3.1 Avoid development in Protect areas with significant natural values Te ao Māori acknowledges the interconnectedness of people and te taiao – the environment. Based on this Māori world view, kaitiakitanga is a way of managing the environment that recognises that people are an integral part of the natural world, not separate from it; and that there is an intergenerational duty to protect , restore and enhance the mauri (life force) of water, land and ecosystems.	3.4.1
63	Amend text under Direction 3.2 as follows: <i>Direction 3.2 Prioritise the health and wellbeing of water bodies</i> Water is a taonga that is culturally significant to Māori and essential to the wellbeing of all communities. Greater Christchurch has an integrated network of rivers, streams, springs, groundwater and aquifers, linked to estuaries and wetlands in the coastal environment. Restoring the health and wellbeing of water bodies, including	3.4.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<p><u>wetlands</u>, is a priority for the city region, <u>and recognises Te Mana o te Wai - that protecting the health of freshwater protects the health and well-being of the wider environment, restoring and preserving the balance between the water, the wider environment, and the community.</u></p> <p>Taking an integrated, catchment-based approach will support a higher quality water environment in Greater Christchurch. <u>This also accords with and supports the Te Ao Māori principle of ki uta ki tai - which is concerned with the sustained integrity and functioning of all elements of the natural environment and their inter-connection, including with people.</u></p>	
64	<p>Amend text in the last paragraph under Direction 3.3 as follows:</p> <p>Improving the quality of the environment <u>in existing and proposed</u> higher density areas is critical. ...</p>	3.4.3
64	<p>Add a new 4th paragraph under Direction 3.3 as follows:</p> <p><u>It is important that green spaces within our urban environments can be enjoyed by people of all ages and abilities, including through inclusive design and the application of universal design standards.</u></p>	3.4.3
64	<p>Amend Map 12 title as follows:</p> <p>Map 12: Highly productive soils <u>Land Use Capability Class 1-3 soils</u></p>	3.4.4
65	<p>Amend the third paragraph under Direction 3.4 as follows:</p> <p>...The interim definition of highly productive land <u>in the current National Policy Statement (September 2022)</u>, is land that is Land Use Capability Class 1, 2, or 3 (with some exceptions relating to identified growth areas. For the purposes of the Spatial Plan, these Land Use Capability Classes have been shown in Map 12, noting that exceptions do apply. <u>Map 12 is not determinative of the identification of highly productive land for inclusion, by way of maps, in the Canterbury Regional Policy Statement as required by the National Policy Statement for Highly Productive Land.</u></p>	3.4.4
65	<p>Amend the paragraphs under Direction 3.5 as follows:</p> <p>A green belt is a planning tool used to maintain areas of green space around urban areas, often acting as a buffer <u>transition</u> between urban and rural areas. A green belt around Greater Christchurch's urban areas could <u>would</u></p>	3.4.5

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<p>help limit urban expansion; address reverse sensitivity impacts; protect food producing land and green spaces for future generations; provide space for urban forests, wetlands and ecological restoration areas; increase resilience to the effects of climate change; and support recreational activities.</p> <p>The concept of a green belt in Greater Christchurch needs to be explored in more detail, and this will be undertaken as part of the development of a blue-green network strategy. <u>The 'Ecological enhancement / green belt' notations shown on Maps 2 and 14 are indicative of the location of ecological enhancement / green belt areas, and their specific location is to be further investigated. The areas in between the approximate green belt locations and the current or future urban areas identified in these maps do not indicate further urban development is necessarily anticipated in these areas.</u></p>	
67	<p>Amend Opportunity 4 as follows:</p> <p>Enable diverse, quality and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs.</p>	3.5.2
67	<p>Amend Direction 4.2 as follows:</p> <p>Ensure at least sufficient development capacity is provided or planned for to meet demand</p>	3.5.2
67	<p>Amend Direction 4.5 as follows:</p> <p>Deliver thriving neighbourhoods with quality developments, quality housing and supporting community infrastructure.</p>	3.5.2
68	<p>Amend the first paragraph under Direction 4.1 as follows:</p> <p>As outlined in <i>The prosperous development of kāinga nohoanga</i> section, legislation and a failure of strategic planning have prevented the development of Māori Reserves for subdivision, housing, and social and educational infrastructure, educational facilities, as well as the development of prosperous economic activities. This has impacted the prosperity and wellbeing of mana whenua</p>	3.5.2
69	<p>Amend Direction 4.2 as follows:</p> <p>Ensure at least sufficient development capacity is provided or planned for to meet demand</p>	3.5.2
69	<p>Add the following footnote to Table 2, linked to the 'Long term' column under 'Feasible capacity':</p>	3.8.3

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<u>The NPS-UD defines feasible capacity in the long term as either based on “commercially viable to a developer based on the current relationship between costs and revenue, or on any reasonable adjustment to that relationship”. In Table 2 the capacity in the medium and long term for Christchurch City is the same because the assessment only calculates the “current relationship”. This is a conservative approach, as development feasibility is likely to improve in the long term (30 years) which means that the amount of feasible capacity can be expected to be higher than shown in the table. For Selwyn and Waimakariri Districts, the assessments assume that historic trends continue into the long term. The capacity assessments also have to be undertaken every 3 years as a minimum, which will enable the assumptions to be reassessed.</u>	
69	Replace Figure 9 (page 59) with the figure set out in the Further Response	3.8.3
69	Amend the last paragraph under Direction 4.2 as follows: Further to this, broad locations for new residential development to provide additional capacity should align with the direction in the Spatial Plan and desired pattern of growth. <u>Identifying broad locations for residential development, should be guided by the Spatial Strategy, including the six opportunities, directions and the overarching directions that shape the desired pattern of growth. Broad locations should, at a minimum:</u> <ol style="list-style-type: none"> <u>1. Be adjacent to, near, or within a Significant Urban Centre, Major Town or a Locally Important Urban Centre in Greater Christchurch;</u> <u>2. Be accessible to either MRT, Core Public Transport Routes or New / Enhanced Public Transport Routes;</u> <u>3. Protect, restore and enhance the natural environment, historic heritage, and sites and areas of significance to Māori;</u> <u>4. Be free from significant risks arising from natural hazards and the effects of climate change; and</u> <u>5. Be cognisant of the landscape and visual context, integrate with natural features and align with good urban design principles.</u> 	3.5.3
70	Add the following to the second paragraph under Direction 4.3: ...more at incentivisation, partnerships and investment. <u>A broad range of statutory and non-statutory tools will be relied upon for improving the feasibility of intensification to support the desired pattern of growth.</u>	3.12.3

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
70	Amend the second paragraph under Direction 4.4 as follows: ...However, to do this across a spectrum of housing choice and demand, the intensification focus needs to be combined with continuing to provide for <u>diverse forms of housing and</u> some greenfield areas in appropriate locations.	3.5.6
72	Amend the final paragraph under 'Social and affordable housing needs' as follows: Housing need in Greater Christchurch, <u>including social and affordable housing,</u> will be further addressed through the development of a joint social and affordable housing action plan.	3.5.6
72	Insert new section (after 'Greenfield' section), titled 'Specific Forms and Alternative Approaches to Housing' as follows: <u>Specific Forms and Alternative Approaches to Housing</u> <u>Specific forms of housing and alternative approaches to housing are part of housing choice. They can provide for a range of preferred lifestyle options, respond to deficiencies or particular demand in the housing market, target those with the greatest housing need or deliver housing through innovative and novel approaches. They span the housing continuum from social housing through to private housing in the open market. They can offer greater diversity of housing typologies, tenures and price points.</u> <u>Consideration of how specific forms of housing and alternative approaches to delivering housing can support greater housing choice in Greater Christchurch will be further addressed through the development of a joint housing action plan.</u>	3.5.6
73	Amend Direction 4.5 as follows: Deliver thriving neighbourhoods with quality developments, <u>quality housing</u> and supporting community infrastructure.	3.5.2
73	Amend the description of a thriving neighbourhood as follows:	3.5.5

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	They are neighbourhoods that are well connected ; enable safe and equitable access for all; have high quality and safe open spaces, green spaces and public realm; and provide a diverse range of housing choice including for social and affordable housing.	
73	Amend the section titled 'vibrant communities with access to services' to Features of Thriving Neighbourhoods.	3.5.5
73	Amend the title of Figure 12 from Features of connected neighbourhoods to Features of Thriving Neighbourhoods.	3.5.5
74	Amend the first paragraph under 'Community facilities and open, green and public spaces' as follows: Community facilities contribute to strong, healthy and vibrant communities by providing spaces where residents can connect, socialise, learn and participate in a wide range of social, cultural, religious , art and recreational activities.	3.13.1
74	Insert a new section after 'Community facilities and open, green and public spaces' titled 'Quality Developments and Quality Housing' as follows: <u>Quality Developments and Quality Housing</u> <u>Quality developments and quality housing are at the heart of thriving neighbourhoods, enriching the lives and wellbeing of our communities. Quality developments support neighbourhoods to develop and change over time in response to the diverse and changing needs of people, communities, and future generations.</u> <u>Quality housing meets the diverse needs of the community over their lifetime and ensures that individuals, whānau and communities can live well so our neighbourhoods thrive for all. The Joint Housing Action Plan will consider quality housing in the context of Greater Christchurch.</u>	3.5.5
74	Amend the second instance of the title 'Community facilities and open, green and public spaces' to read ' <u>Sense of Connection and Safety</u> '	3.5.5
75	Amend second bullet point in the 'Context' section under Opportunity 5, as follows:	3.6.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	Hubs of tertiary and research institutions are found in Christchurch's Central City, including the Ara Institute of Canterbury, the tertiary teaching hospital and the health precinct; and at the University of Canterbury campus in Riccarton, and the Lincoln University and <u>various</u> research campuses <u>es and farms</u> in <u>and near</u> Lincoln.	
75	Insert additional paragraph in the 'Context' section under Opportunity 5, as follows: <u>Greater Christchurch contains a number and range of tertiary and research institutions of strategic importance from a local and national perspective. Their retention, protection and continued operation is of regional and national economic importance.</u>	3.6.2
75	Amend Direction 5.1 as follows: <u>At least s</u> ufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network.	3.8.4
75	Amend Direction 5.3 as follows: Direction 5.3 Provision of strategic infrastructure that is resilient, efficient, <u>integrated</u> and meets the needs of a modern society and economy.	3.10.1
75	Insert a new Direction 5.4 as follows: <u>5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy.</u>	3.6.2
75	Insert a new Direction 5.5 as follows: <u>5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.</u>	3.6.2
76	Amend Map 13 to show the LPC City Depot inland port.	3.6.1
77	Amend Direction 5.1 as follows: <u>At least s</u> ufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network.	3.8.4

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
78	Add the following footnote to Table 4, linked to the 'Long term' column under 'Feasible capacity': <u>The NPS-UD guidelines suggest that councils undertake a stock take of vacant land. The capacity shown in the table includes vacant capacity which is based on the most recent field surveys undertaken by each council. Also, the guidelines suggest that "larger, more urbanised areas could also investigate land not currently developed to its full potential". In Table 4 the capacity shown for Christchurch City only includes vacant capacity and does not include redevelopment potential. Plan Change 14 to the Christchurch District Plan will enable substantial redevelopment potential in Christchurch commercial zones, which is likely to alleviate the long-term shortfall. There is modelling underway to estimate the level of redevelopment potential that could be reasonably developable in the long term. For Selwyn and Waimakariri Districts, the assessments include redevelopment potential, which is based on the historic development levels occurring in the long term. The capacity assessments also have to be undertaken every 3 years as a minimum, which will enable the assumptions to be reassessed.</u>	3.8.5
79	Add a notation to Map 14 as follows: <u>Ecological enhancement / green belt - The dashed lines are an approximate representation of the location of ecological enhancement / green belt areas, to be further investigated.</u>	3.4.5
79	Amend Map 14 to align with new / expanded business (industrial and commercial) areas that were rezoned by the partially operative Selwyn District Plan.	3.8.5
79	Amend Map 14 to include any existing LLRZ in Greater Christchurch as part of the existing urban area.	3.5.1
79	Amend Map 14 to correctly show the Ōpāwaho Heathcote River.	3.1.2
79	Amend Map 14 to show the full connection of the Kaiapoi River between Kaiapoi Township and the Waimakariri River.	3.1.2
79	Amend the legend of Map 14 'growth around central city, centres and corridors' to correspond to the symbology on the maps.	3.12.3

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
79	Amend Map 14 to reflect resultant changes and the status of private plan changes, district plan reviews, IPIs and referred projects under the COVID-19 Recovery (Fast-track Consenting) Act 2020.	3.12.3
79	Amend Map 14 to show the complete connection for the 'Core Public Transport routes' heading to Queenspark, New Brighton and Sumner	3.7.2
79	Identify Prebbleton on Map 14 as a 'Locally important urban centres and town'.	3.6.1
79	Amend Map 14 to include Lyttelton Port and the inland ports.	3.6.1
80	Amend Direction 5.3 as follows: Direction 5.3 Provision of strategic infrastructure that is resilient, efficient, integrated and meets the needs of a modern society and economy.	3.10.1
80	Amend Opportunity 6 as follows: Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.	3.7.5
81	Amend the 5th bullet point under 'Current and planned state of strategic infrastructure networks' as follows: Growth in the use of electricity for transport will necessitate greater provision of electric charging networks in Greater Christchurch. This is expected to be provided by the private sector. Over time, there may be a requirement for greater local generation of green energy. <u>The provision of reliable renewable energy will be important for achieving a low carbon future for Greater Christchurch.</u>	3.3.5
81	Add the following text after the second to last bullet point as follows: <u>The National Grid will continue to play an important role in electrification of the economy and will need to be protected. Long-term planning for the maintenance, operation, upgrading and development of the National Grid needs to be facilitated and supported. While existing National Grid assets are identified on the Spatial Plan maps, new development will necessitate new assets, particularly to connect to new generation.</u>	3.3.6
81	Insert a new Direction 5.4 as follows:	3.6.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<u>5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy.</u>	
81	<p>Insert new text under Direction 5.4, as follows:</p> <p><u>Greater Christchurch is a business and research hub for primary production across Canterbury and the South Island. Primary production is one of the key drivers of our economy and employment. A strong agricultural economy supports growth and development in the rest of the economy due to its linkages with research, manufacturing and transport. Quarries also play an important role in urban growth and development. Consideration needs to be given to their location, operation, and function, to ensure a reliable and affordable future supply of aggregates and that adverse impacts on communities and the environment, including potential effects on groundwater and drinking water sources, can be appropriately managed. This includes the rehabilitation of quarry sites once extraction ceases.</u></p> <p><u>Primary production activities are located within Greater Christchurch, and urban growth can impact these land uses and rural communities. Some of these effects can be positive, bringing new people and amenities to rural areas. However, there are also adverse effects of urban growth which need to be managed.</u></p> <p><u>It is recognised that primary production activities can have adverse effects on existing urban areas. This is commonly addressed through Regional and District Plans through provisions like setback, noise controls, odour and dust limits etc. This should continue in balance with 'greenfield' development in locations that ensure primary production activities can continue, while ensuring residential areas remain pleasant places to live.</u></p> <p><u>There is need for primary production activities to be able to expand or change in response to new markets and new issues, including transforming to a lower emissions economy. A growing primary production industry creates opportunities for other industries to prosper.</u></p>	3.6.2
81	<p>Insert a new Direction 5.5 as follows:</p> <p><u>5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.</u></p>	3.6.2
81	Insert new text under Direction 5.5, as follows:	3.6.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
	<p><u>Greater Christchurch has significant tertiary education and research capability. This includes four tertiary institutes and several research institutes, including six of the seven Crown Research Institutes in Aotearoa New Zealand.</u></p> <p><u>There are more than 25,000 tertiary students across the four tertiary campuses in Greater Christchurch. The majority of these institutions are located outside of the significant urban centres of Greater Christchurch, and may be impacted by urban growth. Improved public transport links to campuses will enhance integration with Greater Christchurch.</u></p> <p><u>Tertiary and research institutes need to be provided for and protected as these institutions are providing the skilled workers of the future as well as key drivers creating and adopting innovations, and providing more sustainable ways for our communities and businesses to operate.</u></p>	
83	<p>Amend Opportunity 6 as follows:</p> <p>Prioritise sustainable <u>and accessible</u> transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.</p>	3.7.5
84	Amend Map 15 to include key freight routes as outlined in the image from the Lyttelton Port Company Limited submission; and alternative freight routes, as supplied by LPC after the hearing at the request of the Panel.	3.7.6
84	Amend Map 15 to add Port notations to map legend.	3.10.1
84	Amend Map 15 to include the airport symbol in the legend.	3.10.1
84	<p>Amend Map 15 to show the following three strategic cycleways in Selwyn District:</p> <ul style="list-style-type: none"> Lincoln to Rolleston cycleway Rolleston to West Melton cycleway Springston and Lincoln cycle path 	3.7.5
84	Amend Map 15 to show the full connection of the Kaiapoi River between Kaiapoi Township and the Waimakariri River.	3.1.2

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
84	Amend Map 15 to show the complete connection for the 'Core Public Transport routes' heading to Queenspark, New Brighton and Sumner.	3.7.2
86	Insert an additional paragraph in the text under Direction 6.5 as follows: <u>In the longer term, the heavy rail corridor may provide some additional passenger service opportunities to complement and integrate with the MRT network proposed in this plan, once that new infrastructure is in place. It is acknowledged that this would require significant investment, and would need to be done in a way that does not compromise the critical role this network plays in freight distribution.</u>	3.7.1
89	Amend the fourth paragraph in the 'Joint work programme' section as follows: The Whakawhanake Kāinga Komiti Greater Christchurch Partnership Committee will receive biannual updates on the progress of the joint work programme.	3.11.3
89	Amend the last paragraph in the 'Joint work programme' section as follows: The plan will be reviewed and updated (as needed) every five years. <u>In accordance with the National Policy Statement on Urban Development 2020, the Future Development Strategy component of the plan will be reviewed and updated (as needed) every three years.</u>	3.12.3
90	Amend the 'Supporting Agencies' column within the 'Priority Areas' row of the joint work programme as follows: Urban Growth Partners, <u>Relevant Crown Partners</u> , Developer Sector	3.11.1
90	Amend the purpose of the Joint Housing Action Plan as follows: To create a housing action plan that ensures the entire housing continuum is working effectively to provide <u>quality</u> , affordable housing choice and diversity.	3.5.5
90	Amend the 'Supporting Agencies' column within the 'Economic Development Plan' row of the joint work programme as follows: Urban Growth Partners, <u>Relevant Crown Partners</u> , Economic Development Agencies, Canterbury Employers Chamber of Commerce, Tertiary Education Providers	3.11.1

dGCSP Page # (Notified version)	Recommended change	Recommendation Report Section Ref.
90	Amend the 'Purpose' column of the 'Statutory tools' and 'Non-statutory tools' actions/initiatives as follows: To assess, propose and implement the suite of statutory tools that will give effect to the Spatial Plan, <u>improve the feasibility of intensification,</u> and enable delivery of the joint work programme.	3.12.3
92	Add the following sentence to the first paragraph under the 'Monitoring' section: The progress made on the work programme will be reported bi-annually to the <u>Greater Christchurch Partnership Committee</u> Whakawhanake Kāinga Komiti . <u>The partnership must also undertake monitoring as required by the National Policy Statement on Urban Development which will inform future development capacity assessments.</u>	3.8.6
92	Amend the 'Monitoring' section as follows: This will ensure that future iterations of the plan can respond to changing demographic, social, economic and cultural factors. <u>In accordance with the National Policy Statement on Urban Development 2020, the Future Development Strategy component of the plan will be reviewed every three years following the preparation of the latest Housing and Business Development Capacity Assessment.</u>	3.12.3

Appendix 2 – Other matters for consideration to the Greater Christchurch Partnership Committee

Matters for consideration	Recommendation Report Section Ref.
That the Partnership, through the Canterbury Regional Land Transport Committee and Mayoral Forum, encourages work to continue on investigating use of current heavy rail line.	3.7.1
That the Partnership including individual partners continues to investigate public transport improvements that would improve connectedness across and between districts.	3.7.3
That the Partnership, through the Canterbury Regional Transport Committee and Mayoral Forum give consideration to providing opportunities for bikes and scooters etc to be carried on MRT and/or for the safe storage of these items at MRT stops.	3.7.5
That the Partnership: <ul style="list-style-type: none">• fosters greater collaboration with the development sector as well as providers of development infrastructure and additional infrastructure; and• explores improvements to the HCA beyond statutory requirements, including the content of submissions and the list of key work to be undertaken included in Table 50 of the HCA.	3.8.1, 3.8.2, 3.8.3
That the Partnership working together in tandem with the Canterbury Regional Transport Committee ensure that the PT Futures Programme considers strengthening public transport connections to the east	3.9.2

Greater Christchurch Spatial Plan

Hearing Panel - Mark Up Version –

Changes recommended by the Hearing Panel shown using **bold black underline** for additions and ~~strikethrough~~ for deletions.

Have your say

To insert details around Special Consultative Process

Huihui Mai Engagement – what we heard

The Huihui Mai – let’s come together to plan our future engagement was held from 23 February – 26 March 2023 to seek community input and test the work to date to inform the development of the draft Spatial Plan and the Mass Rapid Transit (MRT) Indicative Business Case work.

The engagement included an online survey, public workshops, drop-ins, activations, and a dedicated youth engagement programme which included workshops in schools and a youth summit.

During the engagement over 7,000 people completed the online survey and over 500 people were engaged face to face through public and youth workshops, an online webinar, drop-ins across Greater Christchurch, and presentations to groups. Of these, over 1,300 people who completed the online survey and participated in workshops were under the age of 25.

Findings from the engagement include:

- 86% of people agree with the proposed direction of the draft Spatial Plan to focus growth around key urban and town centres and along public transport routes.
- 53% of people agree with the proposed MRT route (24% disagree). Agreement is much higher in suburbs along the MRT route (72%). For those who did not agree, a desire for improved public transport to where they live – Rolleston, Rangiora, Eastern Christchurch (i.e. not on the proposed route) is the main reason for disagreeing with the proposed route.
- 56% of people are open to higher density living, but it needs to be planned and designed to meet their different needs and provide quality of life for people.
- To use their cars less, people want more frequent, more reliable and more direct public transport.

The feedback on what would encourage people to consider higher density living and using their cars less, and what people value and believe is missing in their neighbourhoods provides an important input into the implementation of the Spatial Plan.

Key Themes from the Engagement	How this is considered in the draft Spatial Plan
The vast majority of people agree with the direction to focus growth around urban and town centres and along public transport routes	Consistent with the direction of the draft Spatial Plan
Many people are open to high density living, but it needs to be planned and designed to meet their different needs and provide quality of life for people	As key tools to deliver the Spatial Plan are developed – e.g. Priority Development Areas, Housing Plan, – explicit consideration must be given to how to ensure that the development of high density housing meets the holistic wellbeing and lifestyle needs of people.
People want effort focused on all aspects of the natural environment, with particular importance placed on improving the health of our waterways.	Inform the development and implementation of a Greater Christchurch blue-green network. This is a key move in the draft Spatial Plan.
Over half of people agree with the suggested ‘turn up and go route’. Where they don’t agree, it’s mainly about wanting enhanced public transport / extension of the route to where they live	The draft Spatial Plan identifies the ‘turn up and go route’ or Mass Rapid Transit route as a key move in shaping greater Christchurch. The draft Spatial Plan seeks to focus development along these routes and centres. This is also reflected in the identification of the Priority Development Areas (arising from

	technical evaluation) which are focused into key locations along the ‘turn up and go route’.
To use their cars less, people want more frequent, more reliable and more direct public transport.	The draft Spatial Plan identifies a number of opportunities and directions for shaping Greater Christchurch urban form to enable people to use their cars less, if they choose too.
Partnership and communication between urban development partners needs to improve to achieve better outcomes.	The draft Spatial Plan joint work programme has actions/initiatives that will require the need to establish better models for partnering / communicating with urban development partners. The draft Spatial Plan acknowledges that Coordinated action with infrastructure providers and the development sector will be of particular importance to enabling the type and scale of development needed to achieve the desired pattern of growth
We need to protect Greater Christchurch’s role as a national and regional logistics hub.	The draft Spatial Plan as part of the Opportunity statements directions. This will also be an important component of the Greater Christchurch Transport Plan.
There are some barriers and challenges to shift the balance of commercial residential development from greenfield to higher density housing.	The review of statutory / non-statutory tools to shift the feasibility of development is proposed as an action within the draft Spatial Plan joint work programme.

With the Huihui Mai consultation exploring what Greater Christchurch could look like in 2050, there was a large emphasis on capturing the youth voice. 1,300 youth under 25 took part in our survey, and 386 rangatahi from schools, tertiary institutions, youth councils/rōpū and participation groups participated in tailored workshops.

Key themes identified by youth included:

- There needs to be an affordable and accessible range of housing options for different groups of people, including options for intergenerational living and large whānau/aiga, when planning for future growth.
- First home buyers and flatmates would be very open to high density housing – this would need to be affordable and have good design that maintains privacy, space and energy efficiency and promotes access to green spaces.
- The ‘Turn up and go service’ could be extended to Kaiapoi and Rolleston, and out East – to make the central city and Greater Christchurch areas more accessible. Considerations for transport options are: affordability, accessibility, frequency, consistency, safety for drivers and passengers and Wi-Fi friendly.
- Climate change, a clean and green environment, and the Avon and drinking water quality is a top priority.
- Safety across all aspects of living, working, transport and recreation in Greater Christchurch and on online platforms is important.
- Māoritanga is embraced, visible and valued. Greater Christchurch is diverse, multi-cultural and welcoming and this is reflected in the city and at the decision making tables.

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Key terms

BLUE-GREEN NETWORK

A blue-green network is a series of spaces and corridors that follow and connect water bodies, parks, green areas and the coast. Blue elements include rivers, streams, storm water drains and basins, wetlands, freshwater, and coastal water; while green elements include trees, parks, forests, reserves and greenways.

CENTRE

A centre is a location that is a focal point for economic, social, community and civic activity. This plan refers to four different types of centres – being significant urban centres, major towns, locally important urban centres and towns, and key business areas – reflecting the expected scale and mix of activities and buildings.

DENSITY

Density refers to the number of houses or dwellings within a certain area. The higher the number of dwellings per hectare, the higher the density. This plan refers to low, medium and high density. Low density generally describes an area with predominately detached dwellings on sections greater than 300m². Medium density describes areas where attached dwellings are more prevalent, such as semi-detached or duplex dwellings, terraced housing, or low-rise apartments. In high density areas, multi-story buildings are prevalent.

DEVELOPMENT CAPACITY

Development capacity means the capacity of land to be developed for housing or for business use; based on the zoning, objectives, policies, rules and overlays that apply in the relevant proposed and operative Resource Management Act planning documents, and the provision of adequate development infrastructure to support the development of land for housing or business use.

GREATER CHRISTCHURCH

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

GREEN BELT

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

KĀINGA NOHOANGA

Kāinga nohoanga is a form of settlement or land development for members of hapū or whānau providing residential accommodation. It may also include accommodation for visitors and short term residents with associated communal buildings and facilities; as well as social activities and facilities, commercial activities, and cultural facilities and activities.

MASS RAPID TRANSIT

Rapid transit is a step up from conventional public transport, being a quicker, more frequent and reliable, higher-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic. It was also being mentioned as ‘turn-up-and-go’ service.

MIXED-USE

Mixed-use refers to the variety of activities permitted by planning regulations to occur either within a location (such as within a town centre) or on a site. Mixed-use planning regulations permit a variety of residential, commercial or community activities to occur, rather than restricting activities to a single use, such as residential only.

MODES OF TRANSPORT AND MODE SHIFT

Transport modes refers to the different ways or types of vehicles people use to get from A to B. In this plan, the different modes of transport referred to include public transport (such as bus services), active transport (such as cycling and walking) and private vehicles (such as cars). Mode shift means growing the share of travel by public transport, cycling and walking.

NGĀ WAI

Ngā Wai encompasses water bodies and their margins, and include ngā awa (rivers), ngā roto (lakes), ngā hāpua (coastal lagoons), ngā repo (wetlands) and ngā puna (springs).

PRIORITY AREAS

Priority Areas are areas that the partnership wishes to focus coordinated effort at a given time. They are a key tool as part of the Urban Growth Agenda framework that provides a mechanism for coordinated and aligned action across multiple agencies; to inform, prioritise and unlock investment, and drive collective accountability.

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

SOCIAL INFRASTRUCTURE

Social infrastructure includes parks and open spaces, community facilities, schools and health facilities. In this plan, the term infrastructure includes social infrastructure, unless specified otherwise.

TARGETED INTENSIFICATION

Targeted intensification refers to accommodating housing and business growth through greater intensification around key urban and town centres, and along public transport corridors.

URBAN FORM

The urban form is the physical shape and land use patterns of towns and cities. It refers to housing types, street types, how they sit in the environment and their layout. It includes the location, density and design of homes, workplaces, schools, parks and other community facilities, as well as the transport networks that connect them.

WĀHI TAONGA

Wāhi Taonga are treasured places that have high intrinsic value, and are valued for their capacity to shape and sustain the quality of life. Access to these areas is important to Ngāi Tahu identity.

WĀHI TAPU

Wāhi Tapu are sites and places that are culturally and spiritually significant to the history and identity of mana whenua. Wāhi Tapu sites are to be protected according to tikanga and kawa to ensure the sacred nature of those sites is respected.

WELL-FUNCTIONING URBAN ENVIRONMENTS

The National Policy Statement on Urban Development requires planning decisions to contribute to well-functioning urban environments. A definition of well-functioning urban environments is provided in the *Delivering on national direction* section of this plan.

Introduction

Over the past 15 years, ~~Greater Christchurch and its surrounding towns have~~ **has** grown rapidly ~~to a population of around half a million~~. By 2050, ~~more than up to~~ 700,000 people ~~are projected to~~ **could** be living in Greater Christchurch – ~~340% more than there are today, with the population potentially doubling to 1 million people in the future, within the next 60 years, if not earlier~~. It’s important to plan for how growth this significant will be accommodated, while also looking after the environment and responding to climate change.

In 2022, the Greater Christchurch Partnership and the Crown established an Urban Growth Partnership for Greater Christchurch – the Whakawhanake Kāinga Komiti. This partnership of central government, local government and mana whenua is focused on shared objectives related to affordable housing, emissions reduction, and creating liveable and resilient urban areas.

The first priority of the partnership is to prepare the Greater Christchurch Spatial Plan.

The Draft Spatial Plan sets out the partners’ shared vision for the future of Greater Christchurch. It is a plan for action, for starting now to make the transformational shifts needed to secure the future of Greater Christchurch. This includes a clear pathway for how the city region will create prosperous and well-functioning urban environments, and build greater resilience in the context of the changing environment. It sets out what the priorities are and what needs to happen to achieve them.

Its ~~key~~ **overarching** directions include a focus on targeted intensification in centres and along public transport corridors, along with the prosperous development of kāinga nohoanga on Māori Land and within urban areas.

The direction set out in the plan is supported by commitments across central government, local government and mana whenua to partner and invest in shared priorities for Greater Christchurch, to ensure the city region remains a great place to live for all. The implementation of the plan will form the ongoing work programme of the partnership.

Acknowledging Te Tiriti and Rangatiratanga

The contemporary relationship between Ngāi Tahu whānui and the Crown is defined by three core documents: Te Tiriti o Waitangi, the Ngāi Tahu Deed of Settlement 1997 and the Ngāi Tahu Claims Settlement Act 1998.

Papatipu Rūnanga expect that the partners will honour Te Tiriti o Waitangi and the principles upon which it is founded, including principles of Partnership and recognition of their rangatiratanga status.

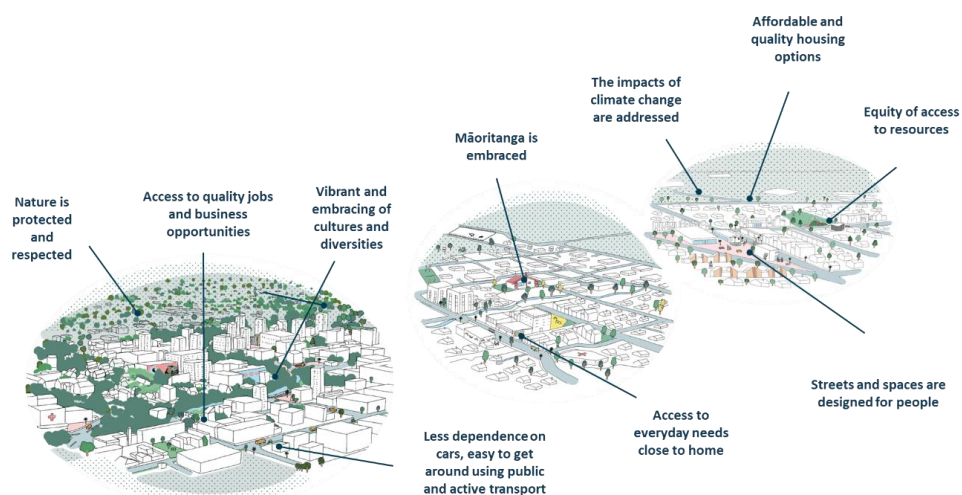
In making its apology in 1998, the Crown acknowledged that Ngāi Tahu holds rangatiratanga within the Ngāi Tahu takiwā. Further, the Te Rūnanga o Ngāi Tahu Declaration of Membership Order 2001 establishes individual Papatipu Rūnanga as the entities with responsibility for resources and the protection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

These documents and matters have informed the nature and manner of engagement and collaboration between the Papatipu Rūnanga and the partners involved in the development of this Spatial Plan, and the commitments made to actively support and assist mana whenua fulfil their priorities.

The aspirations for Greater Christchurch – a place to live well

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

Figure 1: Community aspirations for Greater Christchurch in 2050



The Greater Christchurch area

Greater Christchurch is found at the meeting point of the Canterbury Plains, the Pacific Ocean, and the volcanic remnants of Whakaraupō / Lyttelton and Te Pātaka a Rākaihautū / Banks Peninsula.

It extends from Rangiora in the north to Lincoln in the south, and from Rolleston in the west to Sumner in the east. It includes the flat lands and Port Hill areas of Ōtautahi Christchurch, and the surrounding towns and rural areas. Its landscape is dominated by rivers, lakes, estuaries, coastal lagoons, wetlands and springs.

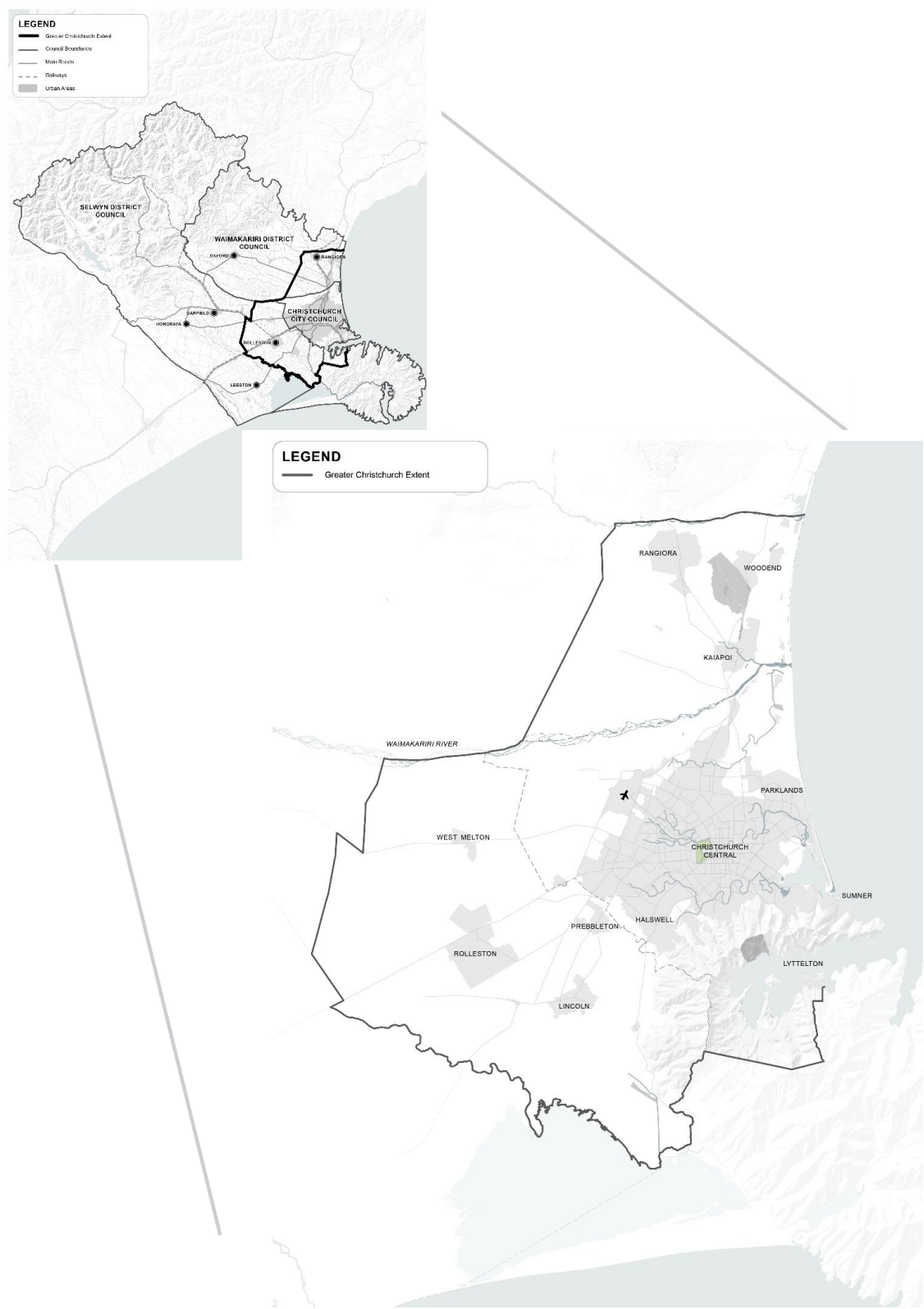
Greater Christchurch includes parts of three territorial authorities: Christchurch City, Selwyn District and Waimakariri District. It is also part of a cultural landscape that holds significant historic and contemporary cultural importance for Ngāi Tahu whānui.

Greater Christchurch traverses the takiwā of three Papatipu Rūnanga: Te Ngāi Tūāhuriri, Taumutu and Te Hapū o Ngāti Wheke (Rāpaki), with the marae of Te Ngāi Tūāhuriri and Te Hapū o Ngāti Wheke being located within the Greater Christchurch area. The marae associated with each of the Papatipu Rūnanga are the beating hearts of tribal identity and centres for cultural, social and economic activities.

Greater Christchurch sits within and has deep connections with the wider Waitaha / Canterbury region.

The geographic extent of Greater Christchurch is shown in *Map 1*.

Map 1: The geographic area of Greater Christchurch



Context

How Greater Christchurch has grown

The Greater Christchurch area has been inhabited by Māori for settlement, resource gathering and exercising of cultural practices for more than 1,200 years. The earliest peoples in the area were the Waitaha, who were succeeded by Ngāti Mamoe. Ngāti Mamoe were followed soon after by hapū who came to be known as Ngāi Tahu.

The coastline of Te tai o Mahaanui acted as an important route for trade and travel, while the water bodies and forests in the area provided a rich source of mahinga kai.

The abundance of resources in the area attracted European settlers from the 1800s. Christchurch became a centre for provincial government, as well as the market, logistics, services and education hub for the surrounding region. Farming was the city's first industry, reflecting the pre-eminence of the Waitaha / Canterbury region as a farming province.

The way that Christchurch and the towns in Selwyn and Waimakariri have grown over time has been enabled by the availability of flat land on the Canterbury Plains that is relatively easy to subdivide and service. The ~~introduction~~ **increased ownership** of the private car during the middle of the 20th century also enabled the urban area to develop beyond the inner city and along tram lines, to the suburbs and surrounding towns. The reliance on the car for travel has since become ingrained in the fabric of Greater Christchurch.

In 2010 and 2011, a series of earthquakes caused widespread damage to Greater Christchurch. It resulted in the permanent displacement of whole neighbourhoods in the eastern areas of Christchurch and in Kaiapoi, and demolition of many buildings in Christchurch's Central City. **This included demolition of a significant number of Heritage Listed buildings.** This led to a substantial shift of households and businesses to the western areas of Christchurch and towns in Selwyn and Waimakariri.

The private and public sectors have made considerable investments since. The Central City in particular has benefitted from modern infrastructure, new civic assets, urban realm improvements, and large residential and commercial developments. The rebuild of the Central City has been the most ambitious urban renewal project in Aotearoa New Zealand's history and is once again a place that is attractive to people and businesses.

Greater Christchurch's population **exceeds of around** half a million people, ~~which~~ represents more than 80 percent of the Waitaha / Canterbury population and almost half of the Te Waipounamu / South Island population. Strong population growth in Greater Christchurch over recent years reflects its highly valued lifestyle, including the easy access to green spaces and the outdoors, the sense of community, the relative affordability of living, and the growing vibrancy. It's also benefitted from immigration, which has created a rich and diverse population.

Greater Christchurch has developed into the primary economic hub and commercial centre for the Waitaha / Canterbury region and Te Waipounamu / South Island, supporting a number of nationally important economic assets. This includes a large business sector, four tertiary institutions, a number of research institutions, an international airport, a sea port and two inland ports.

Planning and policy context

Building on previous growth strategies

The first strategic growth strategy developed for Greater Christchurch was the Greater Christchurch Urban Development Strategy in 2007 (which was updated in 2016). The collaborative work of the Greater Christchurch Partnership since has been guided by this strategy, including the planning undertaken to accommodate the large number of households and businesses displaced after the earthquakes in 2010 and 2011.

Figure 2: Timeline of key documents for Greater Christchurch

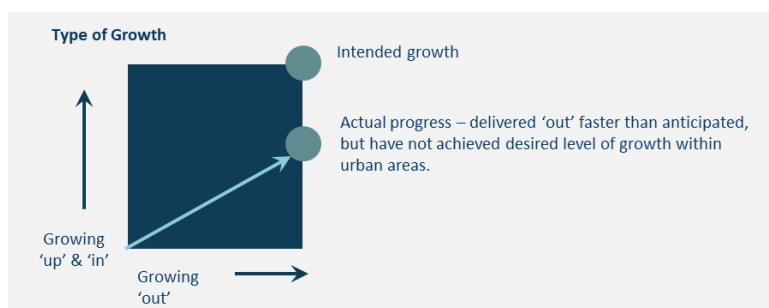


This Spatial Plan builds on and replaces the previous plans and strategies developed for Greater Christchurch, but does not seek a fundamental change from their strategic direction.

It provides an up-to-date look at how Greater Christchurch has evolved over recent years, and the strategic opportunities and challenges for taking the city region forward.

It recognises that Greater Christchurch has seen growth through the expansion of urban areas happen faster than anticipated and growth through intensification of urban areas not achieve anticipated levels. This was a by-product of the earthquakes and an acknowledged divergence from the planned growth direction.

Figure 3: Intended versus actual pattern of growth

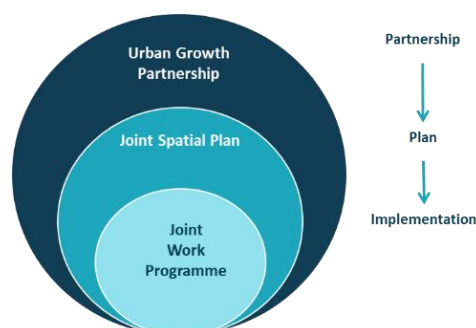


Delivering on national direction

The Spatial Plan has been prepared under the Urban Growth Agenda – a central government programme to improve coordination between central government, local government and mana whenua in high growth urban areas.

The Spatial Plan is the first priority of the Urban Growth Partnership for Greater Christchurch – the Whakawhanake Kāinga Komiti. The Komiti’s priorities strongly align with the objectives of the Urban Growth Agenda and wider national direction, and reflects the issues facing Greater Christchurch.

Figure 4: Components of the Urban Growth Partnerships programme



Whakawhanake Kāinga Komiti’s priorities

Create a well-functioning and sustainable urban environment. Priority will be given to:

- Decarbonising the transport system
- Increasing resilience to natural hazards and the effects of climate change
- Accelerating the provision of quality, affordable housing
- Improving access to employment, education and services.

The Spatial Plan satisfies the requirements of a future development strategy under the National Policy Statement on Urban Development. This includes setting out how well-functioning urban environments will be achieved, and how sufficient housing and business development capacity will be provided to meet expected demand over the next 30 years.

Relevant national ~~policy direction that has informed the Spatial Plan~~ includes the ~~National Policy Statement on Urban Development~~, Government Policy Statement on Housing and Urban Development, Government Policy Statement on Land Transport, the Emissions Reduction Plan, and ~~every other~~ national policy statements relating to highly productive land and freshwater management ~~under the Resource Management Act 1991~~.

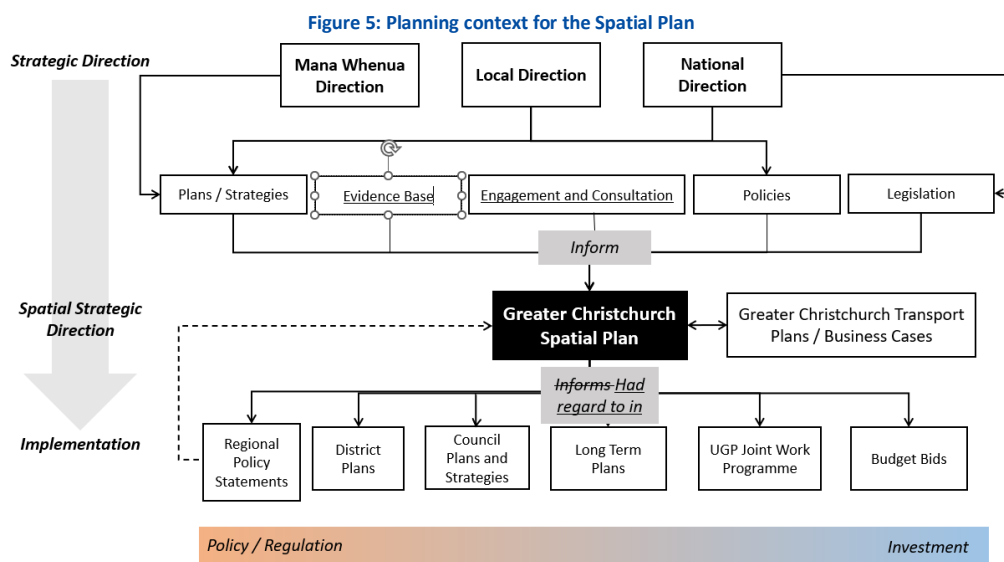
~~The Spatial Plan satisfies the requirements of a future development strategy under the National Policy Statement on Urban Development. This includes setting out how well-functioning urban environments will be achieved, and how sufficient housing and business development capacity will be provided to meet expected demand over the next 30 years.~~

What this national direction requires of the Spatial Plan is summarised below.

<p>Well-functioning urban environments</p> <p>Contribute to well-functioning urban environments, which at a minimum:</p> <ul style="list-style-type: none">• Have or enable a variety of homes that meet the needs, in terms of type, price and location, of different households; and• Have or enable a variety of homes that enable Māori to express their cultural traditions and norms; and• Have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and• Have good accessibility for all people between housing, jobs, community services, natural spaces and open spaces, including by way of public or active transport; and• Support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and• Support reductions in greenhouse gas emissions; and• Are resilient to the likely current and future effects of climate change.	
<p>A low emissions future</p> <p>Plan for an urban form and transport system that substantially reduces greenhouse gas emissions, including supporting a transformational shift in transport choices.</p>	<p>A healthy natural environment</p> <p>Protect highly productive land for food and fibre production, manage water bodies in a way that gives effect to Te Mana o te Wai, and conserve the natural environment for the benefit of future generations.</p>

Aligning with local and regional planning processes

The Greater Christchurch councils are also progressing their own local and regional planning processes. Many of these have informed the Spatial Plan and some will help implement the direction of the plan.



Related planning processes currently underway:

- Councils are implementing the Medium Density Residential Standards from the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act. Christchurch City Council notified changes to its District Plan in March 2023. Selwyn and Waimakariri District Councils have incorporated changes into their district plan reviews as variations, with decisions expected mid-2023 for Selwyn and the last quarter of 2024 for Waimakariri.
- Selwyn and Waimakariri District Councils are reviewing their district plans. For Selwyn, hearings are underway with decisions expected mid-2023. For Waimakariri, hearings will run from May 2023 to May 2024 with decisions expected late-2024.
- Canterbury Regional Council is reviewing the regional planning framework for Canterbury. A new Regional Policy Statement is expected to be notified at the end of 2024. This process seeks to align the regional planning framework with national direction such as the National Policy Statement for Freshwater Management 2020, including Te Mana o te Wai. It also Regional Policy Statement, which includes a review of the airport noise contours relating to Christchurch International Airport, mapping of highly productive land, and development of developing significance criteria for new greenfield areas, as well as the Regional Coastal Environment Plan and the Land and Water Regional Plan. This review will also continue to consider, and direct, how to manage urban growth in balance with activities that occur in the rural environment.
- The Christchurch City Council is undertaking a Coastal Hazards Adaptation Framework with its coastal communities to create adaptive pathways to respond to coastal hazard risks. It is anticipated that this work will inform future changes to the District Plan. The Selwyn and Waimakariri District Councils are currently in the early phase of their coastal hazard adaptation work. All three councils, along with Environment Canterbury, other territorial authorities in

Waitaha Canterbury and papatipu rūnanga, have been involved in the Canterbury Climate Risk Assessment published in early 2022 through the Canterbury Mayoral Forum. It is also anticipated that a signalled new law 'the Climate Adaptation Act' will assist in responding to complex legal and technical issues associated with coastal hazard risks if and when it is enacted by the Government.

Mahaanui Iwi Management Plan

The Mahaanui Iwi Management Plan is an expression of kaitiakitanga and rangatiratanga from the six Papatipu Rūnanga with mana whenua rights over the lands and waters within the takiwā from the Hurunui River to the Hakatere River, and inland to Kā Tirititi o Te Moana – an area that encompasses Greater Christchurch. It is first and foremost a planning document intended to assist Papatipu Rūnanga participate in all aspects of natural and environmental management. It provides a comprehensive suite of objectives and policies that identify values, priorities and processes that should be followed in the restoration and protection of the natural environment, as well as the planning and development of urban areas. It has been a key background document to inform the development of the Spatial Plan.

Looking to the future

Greater Christchurch is well placed for much greater population and economic growth.

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

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

This growing population will become more ethnically diverse, with people identifying as Māori, Pacifica and Asian forming a larger share of the young people and working-age population. As the population ages and becomes more diverse, it's critical that a range of housing types and models of community living are provided so people can stay in their communities through different stages of their lives, and live with their whānau and friends.

Recent investments in infrastructure, buildings, assets and communities provides the opportunity to attract more people, business and investment to the city region. This is critical to the future of Christchurch's Central City, which remains economically vulnerable. About 40,000 people now work in the Central City, which is below pre-earthquake levels and is particularly low compared with the 115,000 people working in the central business districts of Auckland and Wellington.

Moving to a net zero emissions future, along with building the capacity of communities and ecosystems to adapt to the impacts of climate change, will be major challenges over the coming decades.

Mana whenua priorities and expectations

The Spatial Plan needs to reflect the values of mana whenua and give effect to their priorities and expectations. In summary, these expectations are that the Spatial Plan:

- Supports kāinga nohoanga on Māori Land, supported by infrastructure and improved accessibility
- Supports kāinga nohoanga within urban areas
- Protects Wāhi Tapu, Wāhi Taonga and Ngā Wai.

For mana whenua's priorities regarding the environment, refer to *Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people.*

The spatial strategy

Greater Christchurch has grown and changed throughout its history, and will continue to do so into the future. It is essential that the city region develops in a way that provides the best economic, social, cultural and environmental outcomes for its people and places, both for present generations and those still to come.

Six opportunities have been identified for how the Spatial Plan can help close the gap between the current and desired future states for Greater Christchurch, together with a number of directions that will guide the work of the partnership and individual partners to address these opportunities. Two overarching directions particularly shape the desired pattern of growth.

Five key moves have also been identified that will be fundamental to realising the transformational shifts required to achieve the desired future and support inter-generational wellbeing.

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

Opportunities

#1	#2	#3	#4	#5	#6
Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places	Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change	Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people	Enable diverse, <u>quality</u> , and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs	Provide space for businesses and the economy to prosper in a low carbon future	Prioritise sustainable <u>and accessible</u> transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities

Overarching
Directions

Focus growth through targeted intensification in urban and town centres and along public transport corridors					
Enable the prosperous development of kāinga nohoanga on Māori Land and within urban areas					

Directions

<p>1.1 <u>Avoid Protect urban development over Wāhi Tapu from urban development</u></p> <p>1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai</p> <p><u>1.3 Protect, recognise, and restore historic heritage</u></p>	<p>2.1 Focus and incentivise growth in areas free from significant risks from natural hazards</p> <p>2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards</p>	<p>3.1 <u>Avoid development in Protect areas with significant natural values</u></p> <p>3.2 Prioritise the health and wellbeing of water bodies</p> <p>3.3 Enhance and expand the network of green spaces</p> <p>3.4 Protect highly productive land for food production</p> <p>3.5 Explore the opportunity of a green belt around urban areas</p>	<p>4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas</p> <p>4.2 Ensure <u>at least</u> sufficient development capacity is provided or planned for to meet demand</p> <p>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</p> <p>4.4 Provide housing choice and affordability</p> <p>4.5 Deliver thriving neighbourhoods with quality developments, <u>quality housing</u> and supporting community infrastructure</p>	<p>5.1 <u>At least</u> sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network</p> <p>5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services</p> <p>5.3 Provision of strategic infrastructure that is resilient, efficient, <u>integrated</u> and meets the needs of a modern society and economy</p> <p><u>5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy</u></p> <p><u>5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.</u></p>	<p>6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micro mobility</p> <p>6.2 Significantly improve public transport connections between key centres</p> <p>6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga</p> <p>6.4 Develop innovative measures to encourage people to change their travel behaviours</p> <p>6.5 Maintain and protect connected freight network</p>
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Note: The numbering of Opportunities and Directions does not indicate a hierarchy between these and is used only to assist with navigation of this plan.

Key moves

The prosperous development of
kāinga nohoanga

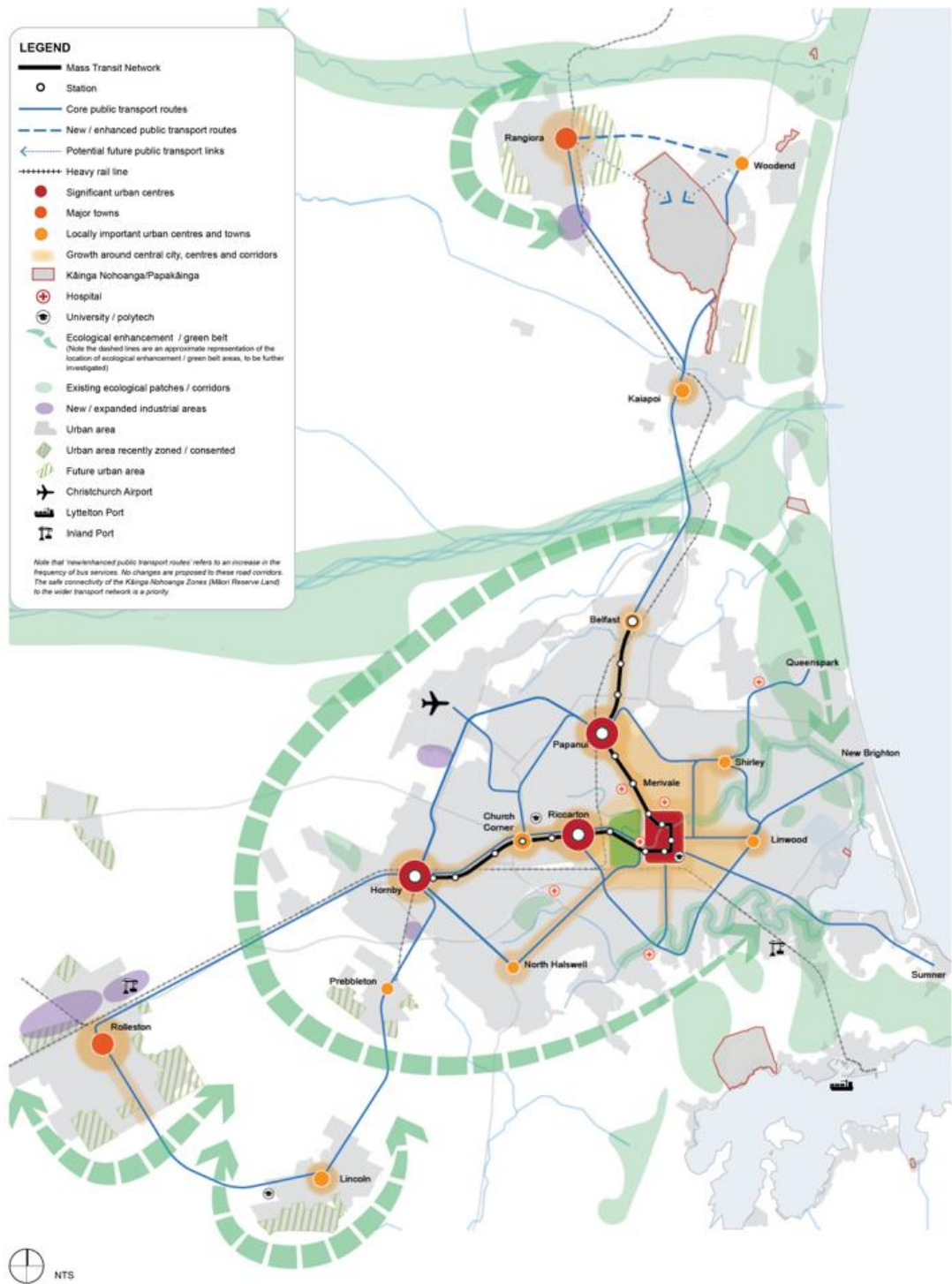
A strengthened network of urban
and town centres

A mass rapid transit system

A collective focus on unlocking the
potential of Priority Areas

An enhanced and expanded blue-
green network

Map 2: The Greater Christchurch spatial strategy (1 million people)



Overarching directions

Focus growth through targeted intensification in urban and town centres and along public transport corridors

The desired pattern of growth in Greater Christchurch that best delivers on the six opportunities is to focus household and business growth through greater intensification in urban and town centres, and along public transport corridors. Concentrating growth in this way has many benefits:

- Reduces urban expansion over Wāhi Tapu and Wāhi Taonga.
- Provides opportunities to restore and enhance the natural environment.
- Has the least impact on highly productive soils and most likely to deliver positive outcomes for air quality and water use.
- Is more likely to achieve policy directives for integrated planning (land and water).
- Provides a better opportunity to mitigate risks associated with natural hazards.
- Provides the best opportunity to achieve higher density housing consistent with trends showing an increased demand for smaller homes.
- Provides the best accessibility and would support lower vehicle kilometres travelled and greenhouse gas emissions from transport.
- Provides the best opportunities for economic agglomeration and achieves more efficient and effective use of land and resources.
- Provides economies of scale to fund delivery.

Enable the prosperous development of kāinga nohoanga on Māori Land and within urban areas

The prosperous development of kāinga nohoanga is fundamental to the future of Greater Christchurch. The Spatial Plan sets out the commitment of partners to deliver on mana whenua's priorities and expectations in regard to kāinga nohoanga. This includes enabling the development of kāinga nohoanga on Māori Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas to enable mana whenua to provide for their customs and wellbeing. Prosperous kāinga nohoanga is essential to achieving well-functioning urban environments.

Key moves

The prosperous development of kāinga nohoanga

On Māori Reserve Land

In 1848, the Crown acquired some 20 million acres of land from Ngāi Tahu through the Canterbury Deed of Purchase. The terms agreed as part of the land purchase included the setting aside of kāinga nohoanga (translated as places of residence) as self-governing reserves.

With each reserve came the rights to mahinga kai; to develop land (including subdivision) and community facilities; to develop a sustainable and growing economic base to sustain future generations; and an enduring timeframe – meaning that the reserves would belong to the people and their descendants without impediment for all of the future.

Within Greater Christchurch, Māori Reserve Land is located at:

- MR875, Rāpaki (zoned Papakāinga/Kāinga Nohoanga)
- Tuahiwi MR873 (proposed to be zoned Special Purpose Kāinga Nohoanga)
- Kaiapoi Pā (proposed to be zoned Special Purpose Kāinga Nohoanga)
- Pūharakekehenui MR892 (zoned Rural)
- MR959 east side of Te Waihora (zoned Rural)

The Crown's agreement to the development and governance of the reserves has never been fulfilled.

Multiple statutes have removed these rights, including successive planning statutes from the Town and Country Planning Act 1953 to the Resource Management Act 1991. Through this legislation, Māori Reserves have been zoned as Rural – preventing subdivision, housing, social and educational infrastructure, educational facilities and the development of prosperous economic activities. This has impacted the prosperity and wellbeing of mana whenua.

Since 2015, there have been changes made to the Christchurch District Plan and the Proposed Waimakariri and Selwyn District Plans to remove zoning impediments to the development of Māori Reserves. While these changes have gone some way to providing for development of Māori Land, further changes are needed to remove residual impediments.

Further, strategic planning has failed to recognise kāinga nohoanga as it does not fit the western paradigm of residential, commercial, industrial and rural activities. Accordingly, Māori Land has never been identified as a future or priority development area towards which investment should be directed.

The changes that have been made to district plans have not, in all cases, been supported with investment for infrastructure. This largely reflects that councils are geared towards the development of staged residential subdivisions, leaving tikanga and the inter-generational development of Māori Land and kāinga nohoanga to fall outside operational processes, and to later and unknown commitments and delivery.

In particular, infrastructure has become a significant barrier to the development of Māori Land within MR873 at Tuahiwi. It is also noted that MR892 and MR959 should be rezoned for Kāinga Nohoanga purposes.

Partnership and work between mana whenua and councils is needed to remove residual planning barriers to the development of Māori Land in the Papakāinga / Kāinga Nohoanga Zone in the Christchurch District Plan and the proposed Special Purpose (Kāinga Nohoanga) Zone in Waimakariri. Infrastructure is also required to service Māori Land within the full extents of the original Māori Reserves, with a specific focus on MR873 at Tuahiwi. This investment includes improved accessibility via public and active modes of transport.

Within urban areas

Many Māori live within Greater Christchurch’s urban area where housing is typically provided through general residential, medium and high density zoning – none of which contemplate or appropriately provide for kāinga nohoanga as a housing outcome. Consequently, the cultural needs of Māori have been overlooked.

The National Policy Statement on Urban Development requires that a well-functioning urban environment has, or enables, a variety of homes, and that this includes homes that enable Māori to express their cultural traditions and norms. Similarly, the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act allows amendments to district plans to enable papakāinga. This is not limited to specific geographic areas, such as Māori Reserves, or any particular urban zoning. This necessitates dispensing with those policies that previously limited cultural housing initiatives to Māori Reserves.

Partnership and work between mana whenua and councils is also needed to create a planning framework that will enable kāinga nohoanga within the urban areas of Greater Christchurch.

A strengthened network of urban and town centres

There is a network of urban and town centres across Greater Christchurch. They vary by the populations they serve, the range of activities and services they provide, and their level of accessibility by public transport.

Defining the role and function of these centres helps to plan their ongoing development as focal points for their communities, and in some cases, as the focus for significant growth in the future.

Centre	Purpose	Locations
Significant urban centres	Focusing employment and service functions in a small number of integrated, significant employment centres and major towns to improve the productivity and growth of economic activity, attract additional business investment, support a vibrant and viable Central City, and better leverage and integrate economic assets.	<ul style="list-style-type: none">Central City (primary centre)Riccarton corridorHornbyPapanui / Merivale corridorPapanui
Major towns		<ul style="list-style-type: none">RollestonRangiora
Locally important urban centres and towns	Supporting greater intensification of people, services and employment to provide better co-location of people with amenities and employment, and provide better connections through public and active modes of transport.	<ul style="list-style-type: none">ShirleyLinwoodNorth HalswellBelfast / NorthwoodLincoln<u>Prebbleton</u>KaiapoiRavenswood / Pegasus / WoodendKey towns outside Greater Christchurch (including Darfield, Leeston, Oxford)Corridors around other high-frequency public transport routes
Key business areas	Providing space for industrial activity and employment primarily; with freight accessibility, as well as accessibility for workers via public and active modes of transport, being important.	<ul style="list-style-type: none">Christchurch Airport / RussleySouth of the Central CitySouthern industrial spine (including iZone)Port of LytteltonOther business areas

The significant urban centres in Christchurch, and the major towns in Selwyn and Waimakariri, will have an important role to play in accommodating higher levels of growth in the future.

Central City	<p>The Central City will remain the primary centre for Greater Christchurch.</p> <p>The Central City is currently underperforming economically, which undermines its vibrancy and long term viability; limits economic concentration; and reduces the attractiveness of Greater Christchurch to business, tourism and talent. The opportunity is to strengthen the form and function of the Central City by:</p> <ul style="list-style-type: none">• Maintaining and supporting its primacy as the main leisure, tourism, economic and transport hub of Greater Christchurch• Incentivising, enabling and supporting it as a focal point for:<ul style="list-style-type: none">○ Business attraction, with significant increases in employment density, high-rise commercial developments, flagship retail, head offices and knowledge intensive services○ Redevelopment for the highest residential densities (ranging from 100 to 200 households per hectare), including multi-storey townhouses, apartments and mixed-use developments• Transitioning the south and south-east general business and industrial areas to comprehensive higher density residential and mixed-use developments.
Riccarton corridor Hagley Park to Upper Riccarton	<p>The opportunity is to develop the currently retail orientated areas of the Riccarton corridor for commercial development and business investment. There is the opportunity to extend knowledge-intensive services, high value jobs and innovative activity from the Central City, linking with the University of Canterbury, along the corridor; supported by high frequency public transport, and over time, mass rapid transit.</p> <p>There is also the opportunity to incentivise and provide for multi-storey townhouses and apartments, achieving average density yields ranging between 70 and 150 households per hectare.</p>
Papanui / Merivale corridor Central City to Papanui	<p>The opportunity is to build on the existing strong retail, hospital / health sector and tourism accommodation provision to provide an intensified corridor connecting through Merivale to the Central City; noting that the Papanui / Merivale corridor is primarily focused on residential (50 to 100 households per hectare), with limited commercial. There is the opportunity to leverage this potential mass rapid transit route.</p>
Papanui	<p>The opportunity is to build on this existing retail and service centre for north Christchurch to provide higher density residential (70 to 100 households per hectare), and address poor quality urban form through regeneration and significant brownfield redevelopment opportunities. The opportunity is to provide a stronger, higher quality northern service centre in Papanui, with high density housing linked by high frequency public transport.</p>
Hornby	<p>The opportunity is to transition the current poor quality urban form of Hornby, which has a wide mix of business and industrial activities, low density and poor quality residential, and low tree cover, into the second sub-regional service centre after the Central City.</p> <p>Hornby is strategically positioned in relation to Christchurch Airport and the western areas of Greater Christchurch. There is the opportunity for regeneration and significant brownfield redevelopment to enhance its urban form, support community integration, and</p>

	provide a stronger and more integrated centre core with the transition of surrounding areas from industrial to high density residential (50 to 100 households per hectare).
Rangiora	<p>Rangiora is a key service and employment centre for surrounding areas; providing a mature and comprehensive offering of employment, retail and community facilities. Its residential stock is lower density.</p> <p>The opportunity is to intensify (residential and commercial) around Rangiora’s town centre, while retaining its character.</p>
Rolleston	<p>Rolleston is a strong residential growth node with high quality community infrastructure and a developing town centre providing retail and hospitality. The township is located beside iZone (an inland port and logistics hub). However, employment (commercial and industrial) is still low relative to the size of the population, with most people commuting to Christchurch for employment.</p> <p>In the short term, the opportunity is to build Rolleston’s commercial centre, with higher density residential commensurate with its population.</p>

A mass rapid transit system

A strengthened urban and town centres network in Greater Christchurch will need to have strong connections between centres. This will require more realistic and viable alternatives to private car use.

Mass rapid transit will not only be a transport enhancement to Greater Christchurch's infrastructure, but also a 'city shaping' initiative that is fundamental to the shift in urban form required to help achieve a net zero emissions future.

What is mass rapid transit?

Mass rapid transit is a high frequency and capacity public transport service that runs on a dedicated transport corridor, using modern high quality vehicles. These corridors prioritise public transport, as well as people on foot and bike. Mass rapid transit would be a core component of the public transport network, supported by bus services. It would be a step up from current public transport services in Greater Christchurch.

Key to the success of mass rapid transit in Greater Christchurch:

- **Reliability:** Mass rapid transit vehicles are separated from cars and given priority at intersections, which allows for public transport to be consistently on-time.
- **Speed:** Mass rapid transit travel times are similar if not faster than travelling by car.
- **Frequency:** By operating more regularly, mass rapid transit reduces wait times – 5 minutes or less on average.
- **Capacity:** Mass rapid transit vehicles are high capacity and able to move lots of people.

It is also being mentioned as 'turn-up-and-go' public transport services.

The preferred route

The preferred route for mass rapid transit connects Christchurch's Central City with the key centres of Riccarton, Papanui, Hornby and Belfast (*see Map 3*). The route runs along Papanui Road and Main North Road to the north; Riccarton Road and Main South Road to the west; and along Tuam Street, Manchester Street and Victoria Street in the Central City.

The route provides several benefits:

- A significant proportion of Greater Christchurch's growth over the next 30 years will be focused along these corridors, so development is happening in the right locations.
- It encourages investment in higher density developments and mixed-use areas.
- It provides improved accessibility to key employment areas.

Connections between the districts and the Central City will be provided using direct bus services, including:

- Better intra-district public transport connections
- Direct bus services from the districts to the Central City, principally using the motorway corridors
- Direct connections to the mass rapid transit system
- 'Enhanced' park-and-rides.

Phasing

The preferred route would likely be constructed in two phases to align with population growth and demand.

Phase one would focus on Christchurch's inner core between Church Corner and Papanui to support intensification around highly accessible centres.

Phase two would extend the route to interchanges in Belfast and Hornby.

Map 3: Preferred mass rapid transit route – Phase 1 and 2

Phase 1



Phase 2



Modes

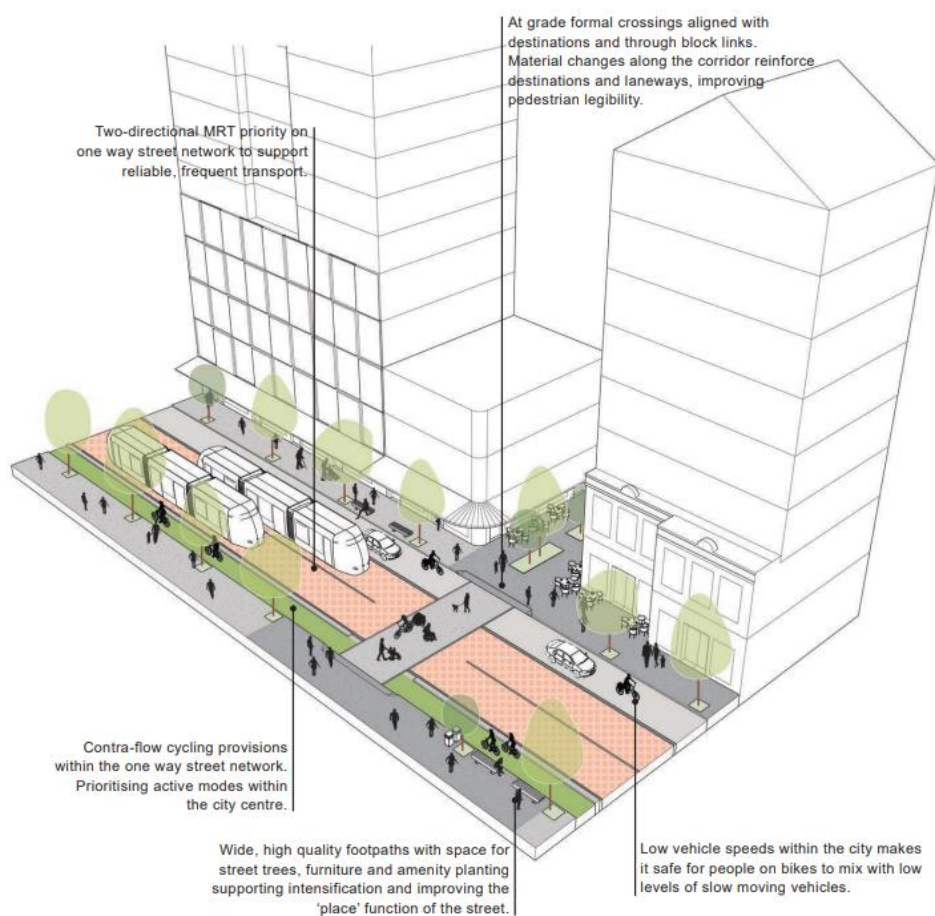
The preferred mass rapid transit route considers either a Light Rail service or a Metro bus service, as both modes have their own package of benefits and constraints. Further investigations will be undertaken in due course with respect to its adaptation to future growth, on its construction, operations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

Urban Design of the route and centres

The introduction of mass rapid transit would require some changes to the neighbourhoods located along the preferred route to maximise the benefits of mass rapid transit. These changes would activate streets around stations and better connect people to where they want to go. This includes prioritising walking and other modes of active transport, and improving their look and feel so they are attractive and safe.

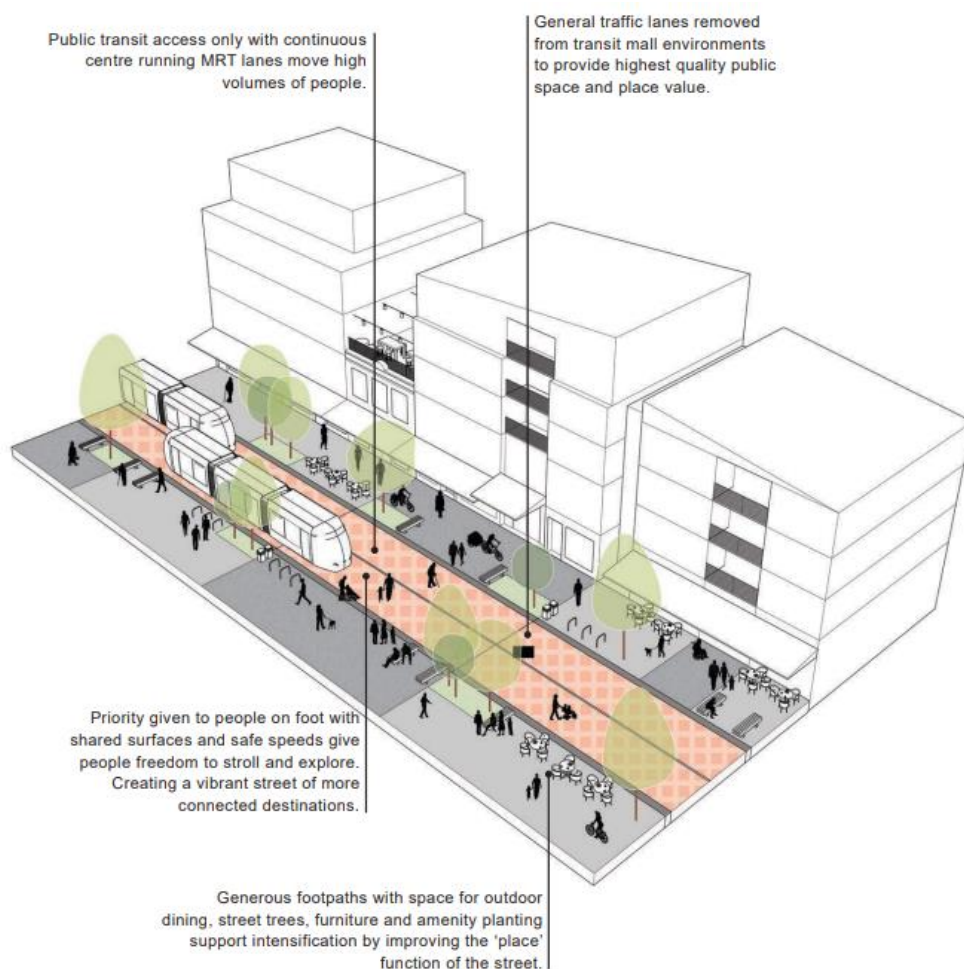
Wider streets along parts of the route would provide opportunities for green spaces, dedicated lanes for active travel and more generous footpaths.

Figure 6: Mass rapid transit neighbourhood urban realm concept



In other cases, the narrower road corridor makes it challenging to provide dedicated space for all users. Mass rapid transit would take up a large share of the road width, limiting the remaining space for other modes of transport. De-prioritising through-traffic within the corridor may be required in some instances, along with the introduction of transit malls, purchasing of land, compromising on the dedicated priority of mass rapid transit and grade separation of mass rapid transit from other vehicles.

Figure 7: Mass rapid transit mall urban realm concept



The success of a mass rapid transit system relies on a substantial shift in the urban form and in the way people travel, to be supported by a wide range of transport interventions as described in *Opportunity 6: Prioritise sustainable **and accessible** transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.*

A collective focus on unlocking the potential of Priority Areas

What are Priority Areas?

Priority Areas are a key tool from the Urban Growth Agenda. They provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment.

Typically, a Priority Area:

- Offers the opportunity for accelerated and/or significant development
- Is complex, in that achieving successful development at the required pace and scale requires a partnership approach
- Are in key locations where successful development gives effect to a spatial plan.

Priority Areas arising from Te Tiriti Partnership

The Priority Areas for Greater Christchurch include areas arising from Te Tiriti Partnership. This recognises that supporting the prosperous development of kāinga nohoanga on Māori Reserves and within urban areas is a priority to be progressed on the basis of Te Tiriti o Waitangi relationships, and as part of partners giving effect to mana whenua's priorities and expectations.

Mana whenua have provided clear expectations for kāinga nohoanga within the original extents of Māori Reserves and within the urban areas of Greater Christchurch. Further work is required in partnership with mana whenua to identify how this priority can be advanced. The advice received to date is that:

- Development of Māori Land for housing, employment and community facilities is to be determined by mana whenua, and enabled and supported by investments in infrastructure by partners in agreement with mana whenua
- The Kāinga Nohoanga Strategy will provide the guidance for implementation of kāinga nohoanga on Māori Land
- Development of housing, employment and community facilities through kāinga nohoanga within urban areas is also a priority for mana whenua
- The Kāinga Nohoanga Strategy will provide direction to partners on how to support and enable kāinga nohoanga within urban areas.

The benefit of including kāinga nohoanga on Māori Reserves and within urban areas alongside other Priority Areas for Greater Christchurch is that they will be recognised as a joint Crown, local government and mana whenua Priority Area within the context of the Urban Growth Partnership framework.

Priority Development Areas arising from technical evaluation

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

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

Priority Regeneration Area

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

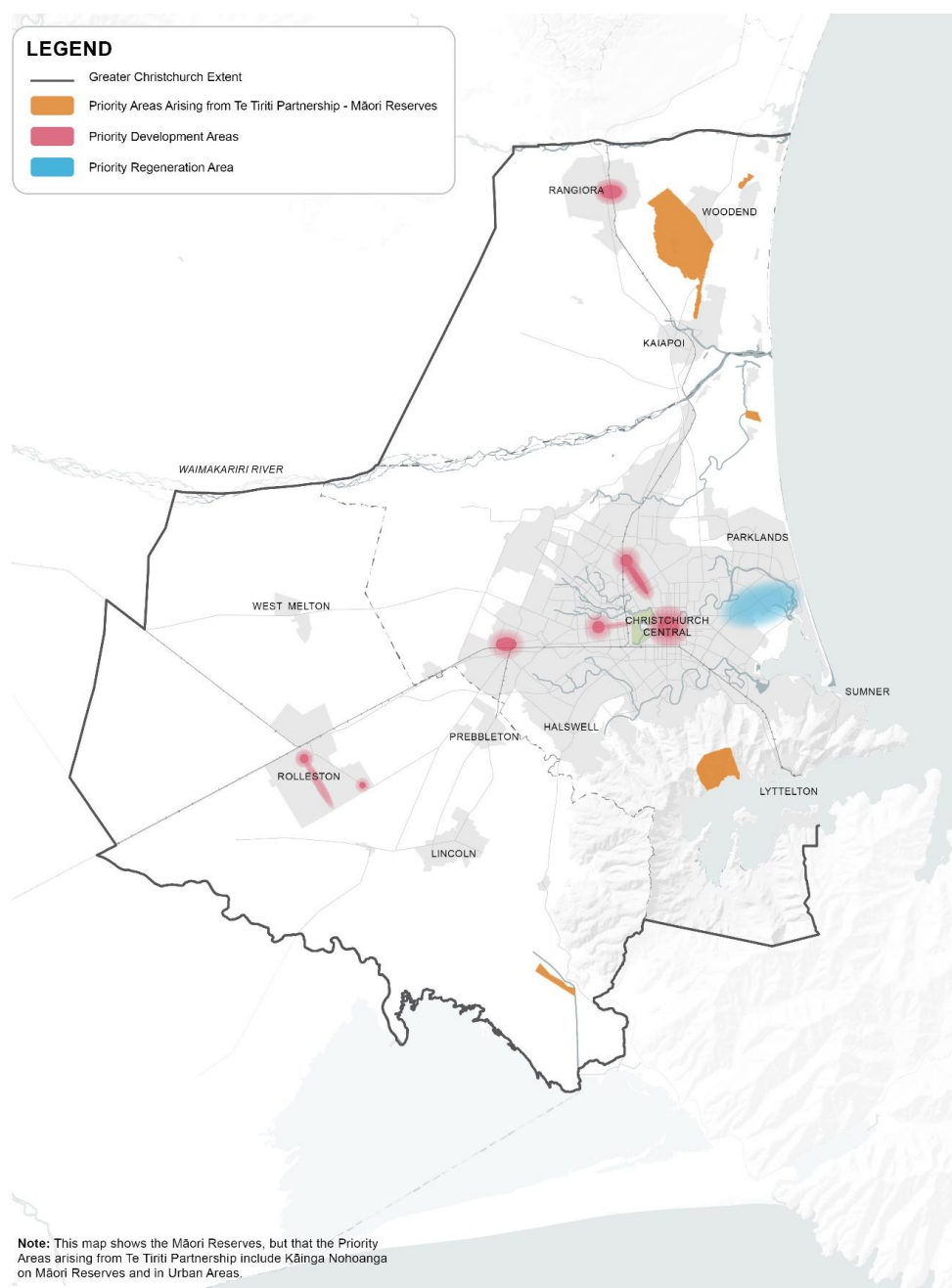
- maximise opportunities for regeneration of housing and business areas in appropriate locations;
- improve accessibility to this area, including its significant recreational assets; and
- support this area to adapt to the impacts of climate change and to strengthen resilience.

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

Table 1: Priority Areas for Greater Christchurch

Priority Areas arising from Te Tiriti Partnership	Priority Development Areas		Priority <u>Regeneration</u> Area
Kāinga nohoanga on Māori Reserves and within urban areas	Rangiora Town Centre and surrounds		Eastern Christchurch area
	Mass rapid transit phase one corridor	Papanui	
		Central City	
		Riccarton	
	Hornby		
	Rolleston Town Centre and surrounds		

Map 4: Priority Areas for Greater Christchurch



An enhanced and expanded blue-green network

What is a blue-green network?

A blue-green network provides an integrated, whole-of-system approach to the natural environment, the built environment and the interactions of people with these environments. It is a series of spaces and corridors that follow and connect water bodies, parks, green areas and the coast.

The blue elements of the network include rivers, streams, storm water drains and basins, wetlands, freshwater, and coastal water; while the green elements include trees, parks, forests, reserves and greenways.

Principles

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

- **Healthy waterbodies: Valuing, respecting, and prioritising the health and wellbeing of waterbodies, recognising the vital importance of water.**
- **Integration:** Combining green infrastructure with urban development and transport networks.
- **Connectivity:** Using a combination of green infrastructure, ecological restoration and urban design to connect people and communities with nature, and create linkages for flora and fauna.
- **Multi-functionality:** Delivering multiple ecosystem services simultaneously – restoring and enriching habitats for indigenous biodiversity, strengthening resilience to climate change, improving air quality, and increasing community access to recreational opportunities.
- **Regenerative:** Applying a holistic, whole-of-system approach that utilises development as an opportunity to replenish and restore natural processes, respond to climate change, and build community health and resilience.
- **Identity:** Recognising the unique identity of different areas and enhancing local features to create a sense of place.

Integration of principles

The blue-green network principles provide a framework to guide the further work required to achieve the objectives of regenerating the natural environment and strengthening climate resilience.

These principles will be embedded into the work of the partnership and individual partners through:

- The planning and design of the Priority Areas in Greater Christchurch
- The review of councils' planning documents and strategies
- Identifying the best mix of legislative, regulatory, financial and market-based incentives to complement the application of planning provisions
- Supporting the development of local area plans, urban greening strategies and forest plans, new guidelines and regulations that support urban greening and increased tree canopy cover, and exemplar or demonstration projects.

Greater Christchurch blue-green network strategy

The partnership will develop an integrated blue-green network strategy that will:

- Provide a coordinated approach to delivering an enhanced and expanded blue-green network, reflecting the blue-green network principles and the directions outlined under *Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people*
- Spatially identify where priority improvements are required
- Include a blue-green network programme to deliver the strategy's outcomes, including project prioritisation and phasing, and funding mechanisms
- Identify associated planning protection mechanisms to facilitate implementation.

As part of developing the strategy, partners will further investigate a sub-regional green belt concept. Subject to the outcome of this work, a green belt plan could form part of the strategy or be a standalone document.

Figure 8: Green belt concept

Greenbelt Concept

The concept of a greenbelt is to provide areas of land set aside for a range of different activities that have multiple benefits. It is an area where there is a dominance of open space for nature, rural production, and recreation. A greenbelt can be used to provide a large, connected area of natural environment spaces and to limit urban expansion. The range of different land types and land uses is shown below and could be highly natural land such as an existing river or forest, through to a playground, outdoor education or campground.



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

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

Areas to protect

- Sites and areas of significance to Māori
- Environmental areas and features
- Groundwater protection zone
- Highly productive land
- Strategic infrastructure

Areas to avoid or mitigate

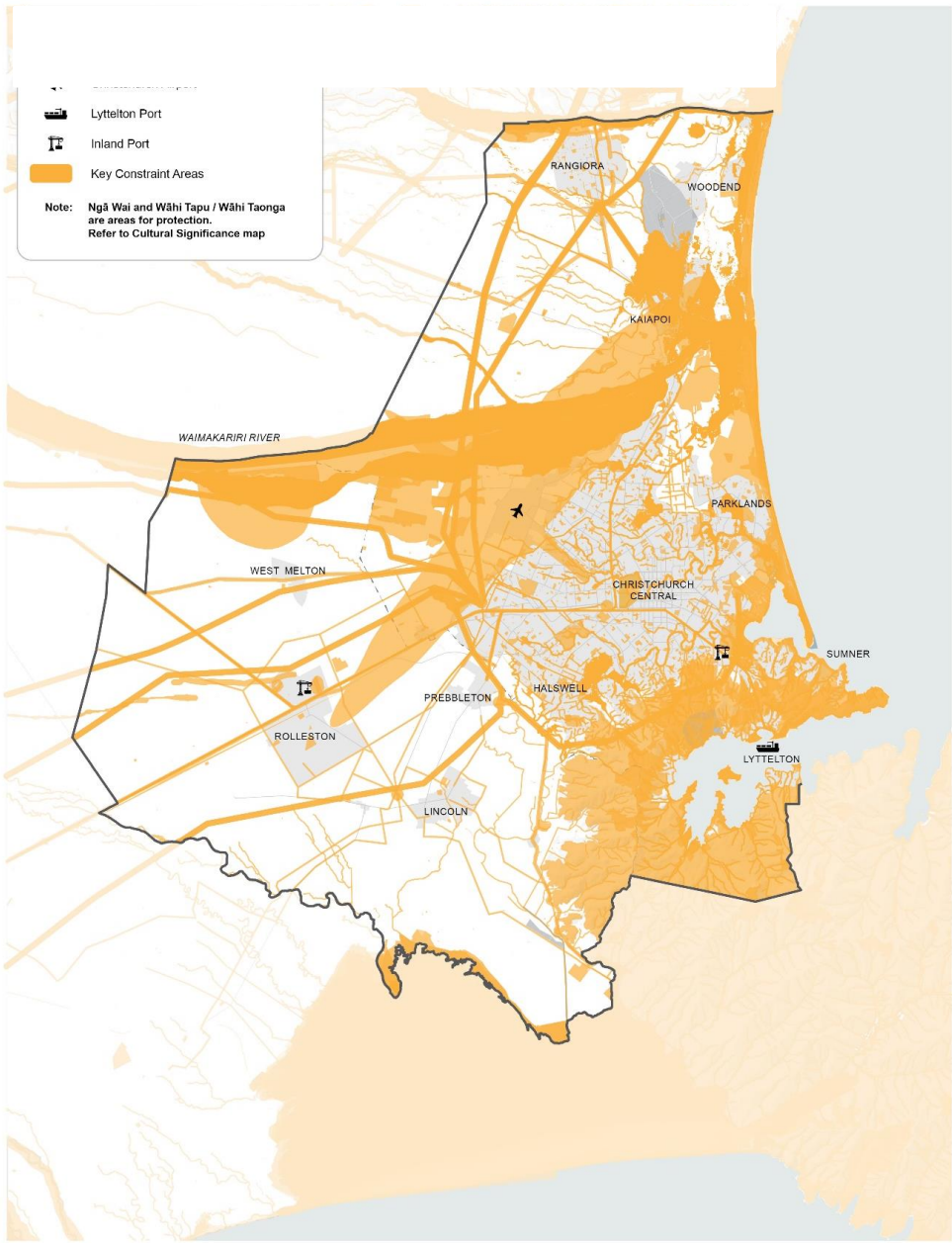
- Areas vulnerable to a high risk of flooding
- Areas vulnerable to a medium or high risk of coastal inundation, coastal erosion and tsunami inundation
- Areas at risk from rockfall, cliff collapse, mass movement and fault lines

The methodology and reasoning for identifying the areas to protect and avoid, **or potentially mitigate**, is set out in the *Areas to Protect and Avoid Background Report*. The sites and areas of significance to Māori have been identified by mana whenua for district plan processes. The sensitivity of these sites and areas to urban development is a matter for engagement with mana whenua – not as part of a technical assessment.

Layering all the areas to protect and avoid **or mitigate** on top of each other highlights the most constrained areas of Greater Christchurch for development (see Map 5). These areas include the eastern areas along the coastline, the Port Hills and Te Pātaka a Rākaihautū / Banks Peninsula, the areas to the north-west of Christchurch, and the areas surrounding Kaiapoi. These parts of the city region are affected by a variety of natural and man-made factors. The presence of Wāhi Tapu, Wāhi Taonga and Ngā Wai are also matters of further significance, where any urban encroachment will require engagement with and consideration by mana whenua.

It's important to note that the mapping in this section is based on the best available information from each council. It is acknowledged that for flood hazard areas, this map shows differing return periods as the basis for areas to avoid, **or mitigate**, based on the best available mapping information from each territorial authority. Where this map is used for the basis of assessment of specific locations of growth, the specific risk and mitigation framework applicable to the local authority area should be used.

Map 5: Areas to protect and avoid Key constraint areas



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

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

Context

- There are many sites and areas of significance to Māori in the Greater Christchurch area, reflecting the historic occupation and movement of Māori across the landscape for over a thousand years.
- Recognition of a cultural landscape is important to Ngāi Tahu identity, as it affirms connections to place and in some instances the opportunity for continuing cultural practices.
- Identifying cultural landscapes provides for the protection of Wāhi Tapu and Wāhi Taonga.
- There is the opportunity to integrate te ao Māori into planning and designing the built form of Greater Christchurch, and re-establishing a cultural presence.
- Both Māori and European cultural and historic heritage contribute to the identity of the Greater Christchurch area. It is important these values are recognised and protected through the Spatial Plan for the benefit of current and future generations.

Direction

- 1.1 ~~Avoid~~ **Protect** urban development over Wāhi Tapu **from urban development**
- 1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai
- 1.3 Protect, recognise, and restore historic heritage**

Direction

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

1.2 **Protect, restore and enhance** Wāhi Taonga and Ngā Wai

The Greater Christchurch area encompasses a number of sites and areas of significance to Māori (*see Map 6*). This includes those recognised as Wāhi Tapu, Wāhi Taonga, Ngā Tūranga Tūpuna and Ngā Wai.

The protection of sites and areas of significance to Māori for the benefit of current and future generations is essential to the cultural identity of Greater Christchurch, acknowledging that their protection is a matter for engagement with mana whenua. It is important that the relationship mana whenua has with these sites and areas is able to be maintained and enhanced, which means urban development must be in locations that do not impact on them.

Wāhi Tapu

Wāhi Tapu are sites and places that are culturally and spiritually significant to the history and identity of mana whenua. They include sites such as urupā, pā, maunga tapu, kāinga, tūranga waka and places where taonga have been found. The term is generally applied to places of particular significance due to an element of sacredness or some type of restriction as a result of a specific event or action. Wāhi Tapu sites are to be protected according to tikanga and kawa to ensure the sacred nature of those sites is respected.

Wāhi Taonga

Wāhi Taonga are treasured places that have high intrinsic value and are valued for their capacity to shape and sustain the quality of life, and provide for the needs of present and future generations. Access to these areas is important to Ngāi Tahu identity.

Ngā Tūranga Tūpuna

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

Ngā Wai

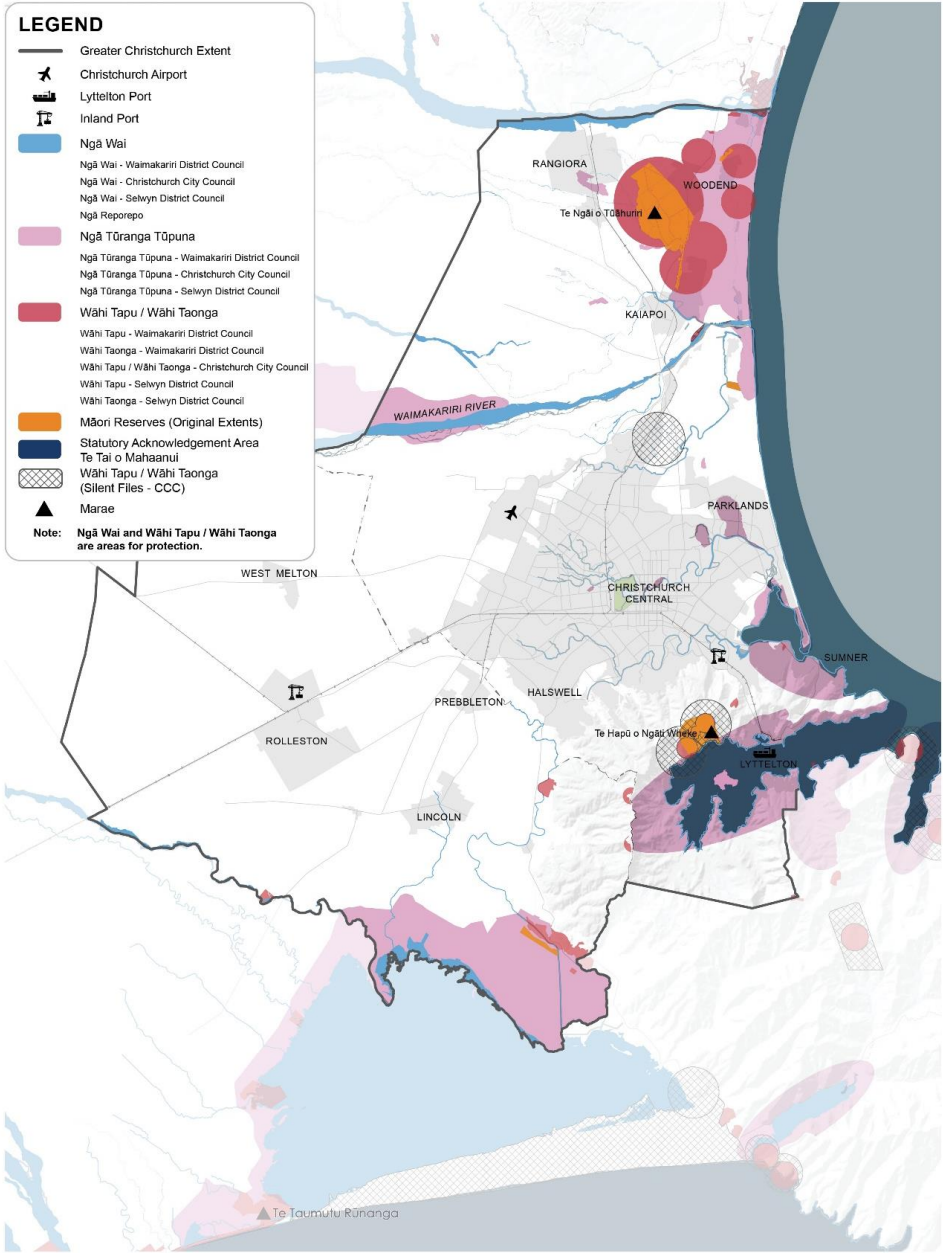
Ngā Wai encompasses water bodies and their margins, and include ngā awa (rivers), ngā roto (lakes), ngā hāpua (coastal lagoons), ngā repo (wetlands) and ngā puna (springs).

The entire coastline of Te Tai o Mahaanui is recognised as Ngā Wai. Te Ihutai / Avon-Heathcote Estuary, and the Ōtākaro / Avon, Ōpawaho / Heathcote and Pūharakekenui / Styx rivers, and a number of their tributary streams, in Christchurch City are identified as Ngā Wai. Throughout the Selwyn and Waimakariri districts, a variety of rivers are also identified as Ngā Wai, including the Waimakariri and some of its tributaries, the Waikirikiri / Selwyn and Hurutini / Halswell, along with Te Waihora / Lake Ellesmere.

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

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

Map 6: Sites and areas of significance to Māori



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

There are some areas of Greater Christchurch that are subject to significant risks from natural hazards and the effects of climate change. The Spatial Plan ensures that future development is directed away from these areas, investment in infrastructure reduces exposure and the resilience of communities in these areas is increased by taking action.

Context

- Climate change is increasing the likelihood of more frequent and severe natural hazards, including storms, flooding, coastal inundation and erosion, land instability, heat waves, droughts, high winds, and fires; as well as slower onset effects such as sea level rise.
- Low-lying coastal areas are particularly exposed to natural hazards, such as flooding and tsunamis.
- Climate change is already impacting local ecosystems and communities, and is disproportionately affecting mana whenua and vulnerable communities.
- Essential infrastructure is at risk, with the potential for disruption to power, transport and water supply during an extreme natural hazard event. These impacts could have serious consequences for human health, livelihoods, assets and the liveability of places.
- The decisions made now on how urban areas will grow and change will influence the patterns of exposure and vulnerability to natural hazards in the future.
- Focusing growth away from hazardous locations, investing in infrastructure that reduces exposure and adapting urban areas by incorporating functional elements into the blue-green network can all help to reduce some of the risks.
- In a global context, greenhouse gas emissions on a per capita basis are extremely high in Greater Christchurch. An emissions inventory for Christchurch City for the 2018/19 financial year showed that more than half of its total emissions came from the transport sector. **It is acknowledged that achieving a low carbon future for greater Christchurch will require the provision of reliable renewable energy.**

Direction

- 2.1 Focus and incentivise growth in areas free from significant risks from natural hazards
- 2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards

Direction

2.1 Focus and incentivise growth in areas free from significant risks from natural hazards

A number of areas in Greater Christchurch are vulnerable to flooding, particularly in the low-lying eastern areas of Christchurch and areas surrounding Kaiapoi; while coastal areas are vulnerable to sea level rise, coastal inundation and erosion, and tsunamis (see Map 7).

Earthquakes are also a significant risk factor. The related risks of cliff collapse, rockfall and mass movement are constraints on development that particularly affect the hill suburbs of Christchurch.

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

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

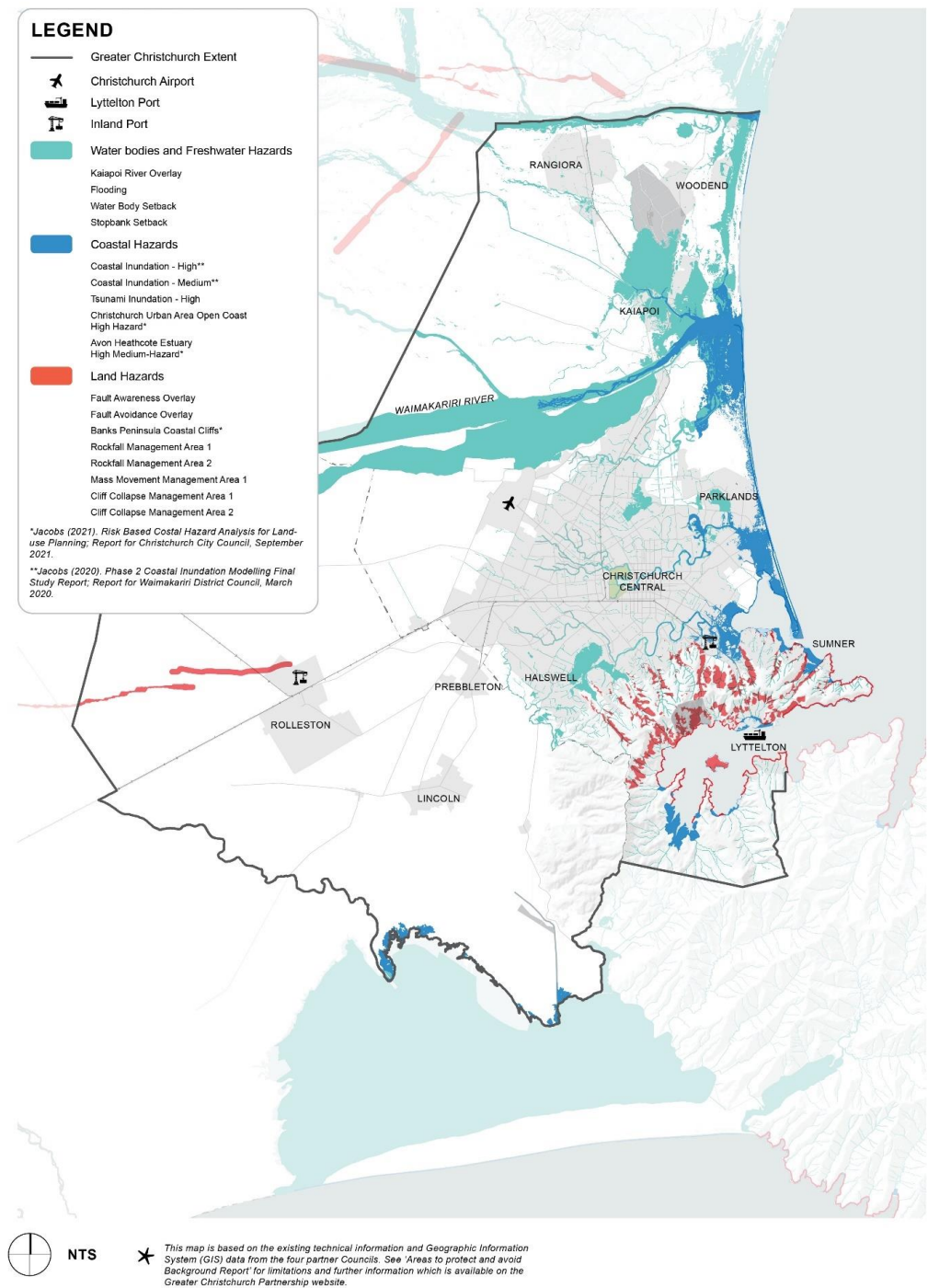
2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards

Climate resilience means reducing greenhouse gas emissions, responding to known risks from climate change, and enhancing the capacity of communities and ecosystems to recover and adapt to a changing environment.

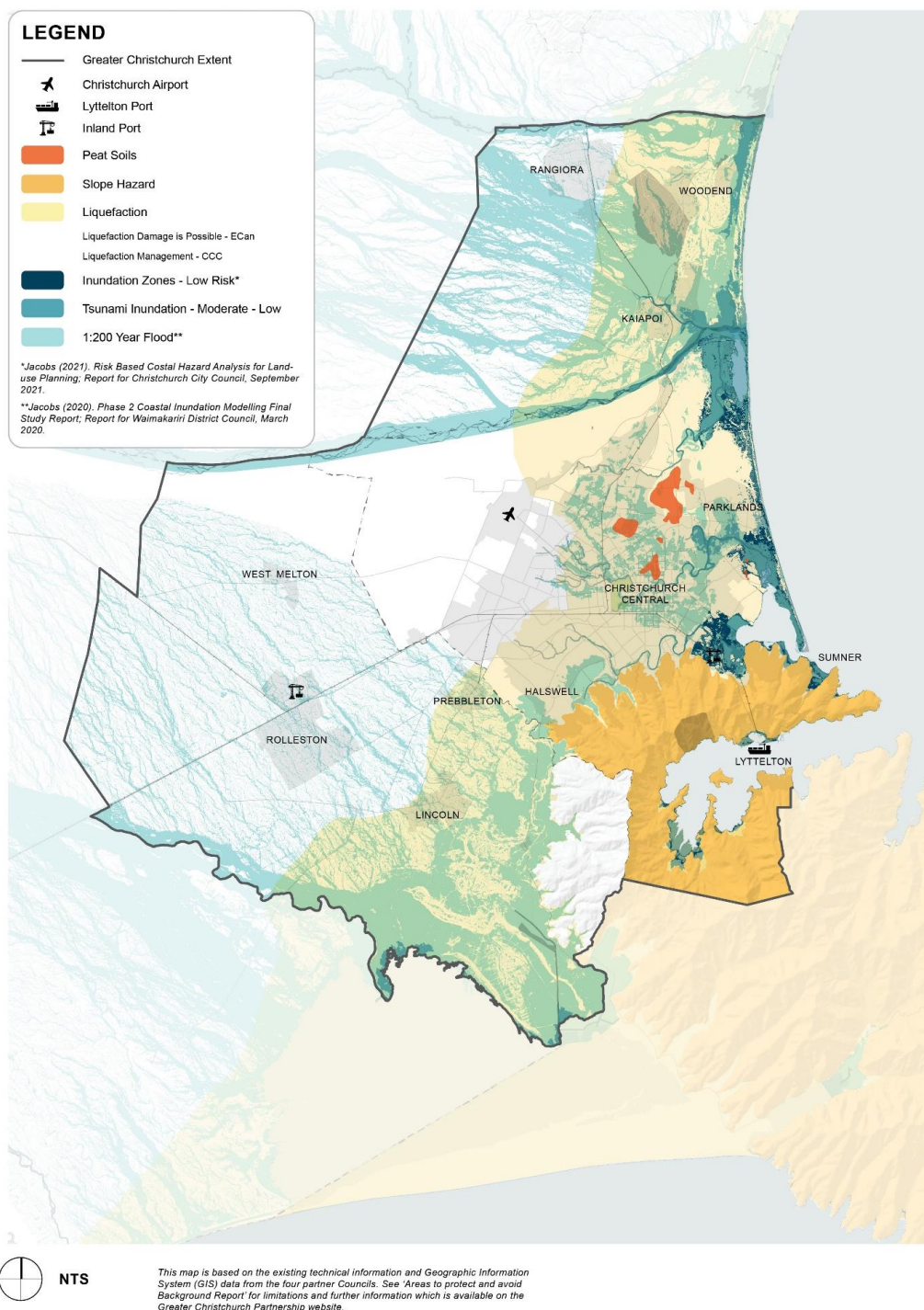
Key ways to build resilience to climate change and natural hazards in Greater Christchurch include:

- Reducing transport emissions by supporting more people to live, work, shop, recreate and socialise within close proximity, and to use public transport when they do need to travel, by focusing growth through targeted intensification around centres and along public transport corridors.
- **Recognising interdependencies in the infrastructure sector, especially between telecommunications and electricity, and acknowledging the role they play in responding to, and recovering from, natural hazard events.**
- Focusing growth away from areas likely to be more exposed to natural hazards that will be exacerbated by climate change, such as flooding and coastal erosion, **while acknowledging that strategic infrastructure sometimes needs to operate in areas affected by natural hazards.**
- Protecting and restoring the natural environment to support communities and ecosystems be more resilient to climate change and natural hazards. Opportunities for Greater Christchurch include promoting enhanced coastal and wetland reserves to reduce flood risk, establishing new green spaces to help absorb and treat rainwater, planting trees to shade and cool urban areas, and creating new or enhanced forested areas.

Map 7: Areas subject to natural hazard risks



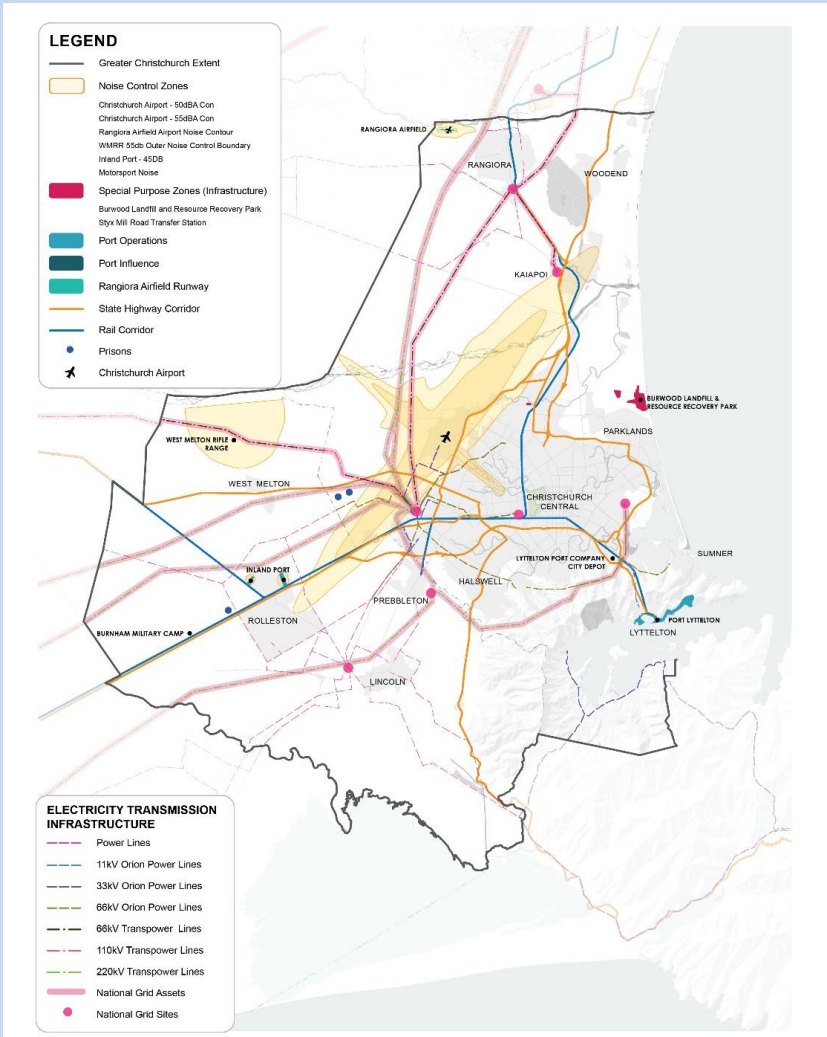
Map 8: Areas subject to ~~negotiable~~ moderate natural hazard risks



Protecting strategic infrastructure

Urban development should be ~~avoided~~ **carefully managed** around strategic infrastructure to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of this infrastructure. Key strategic infrastructure in Greater Christchurch includes Christchurch Airport, the Port of Lyttelton, the inland ports at Rolleston and Woolston, state highway and rail corridors, **the National Grid** and the electricity transmission **and distribution** network (see Map 9).

Map 9: Key sStrategic infrastructure



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

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

A healthy natural environment is intrinsically linked with the wellbeing of people and places. The Spatial Plan recognises the importance of the natural environment as the foundation for the future of Greater Christchurch, particularly in the context of climate change and the urgent need to strengthen climate resilience. It commits to working with nature, not taking it over, when looking to the future.

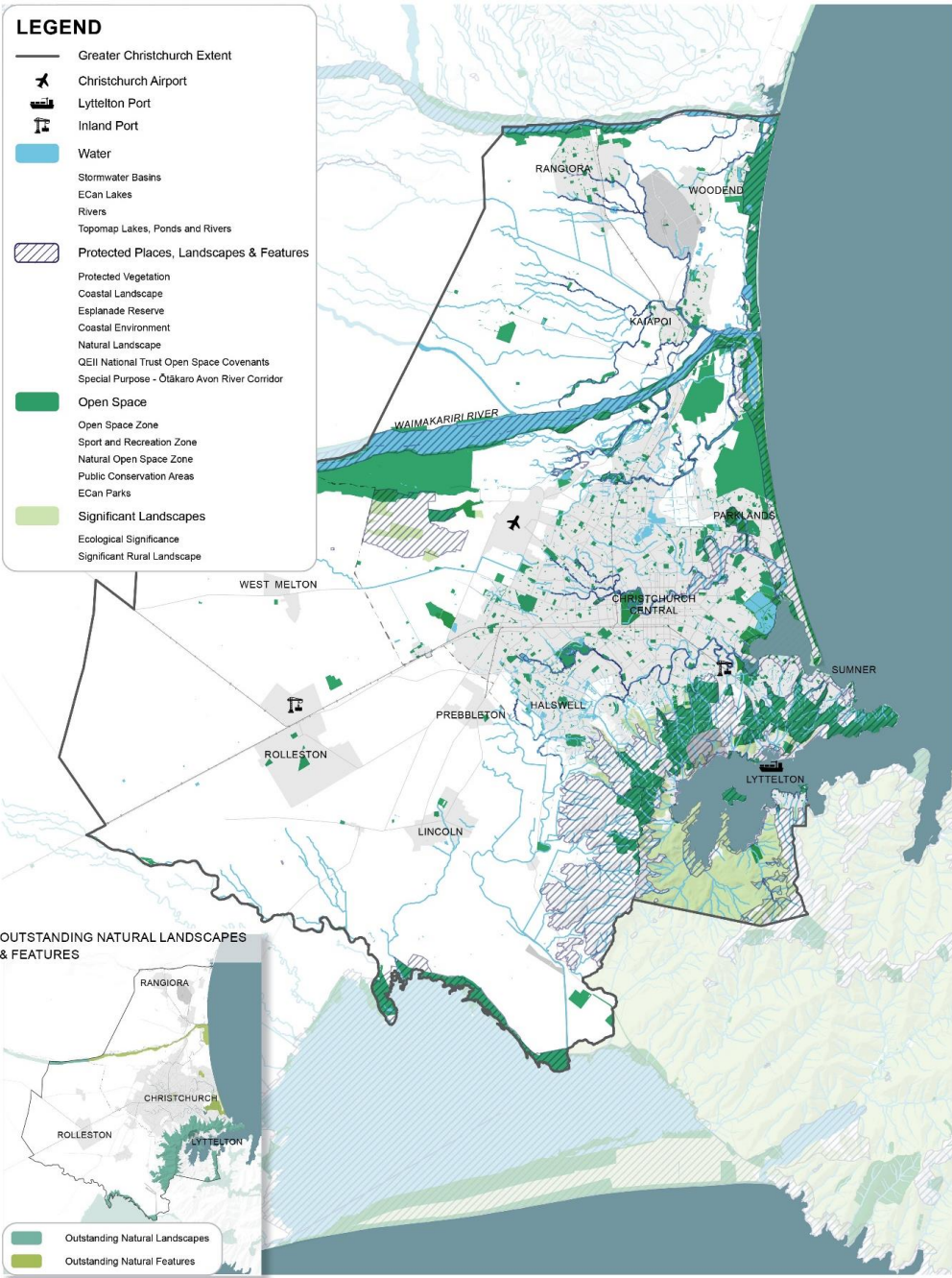
Context

- The state of water bodies continues to degrade, with most having water quality issues and being in a poor state of cultural health. Groundwater that supplies Greater Christchurch's drinking water is at risk from changes to land use, increasing demands for water and the effects of climate change.
- There is currently good access to green spaces, although further planning and investment into parks and open spaces will be needed as the population grows.
- The tree canopy has declined over time, which has reduced habitats for wildlife, the amenity of urban environments, community wellbeing and climate resilience.
- Reductions in the extent and quality of the environment have had a detrimental effect on mana whenua and their relationship with water and natural resources.
- Highly productive soils have been lost to urban development and land fragmentation.
- Air quality has improved overall over the last decade, albeit some areas and communities still experience poor air quality.
- Te ao Māori provides a holistic and integrated approach to using, managing and protecting natural resources by acknowledging the inter-connectedness of all elements of the natural and physical world.

Direction

- 3.1 ~~Avoid development in~~ **Protect** areas with significant natural values
- 3.2 Prioritise the health and wellbeing of water bodies
- 3.3 Enhance and expand the network of green spaces
- 3.4 Protect highly productive land for food production
- 3.5 Explore the opportunity of a green belt around urban areas

Map 10: Environmental areas and features



The Greater Christchurch area is defined by a unique network of water bodies, including braided rivers with alpine origins, and spring-fed rivers and streams that flow through the urban environment and estuaries before reaching the coast. Its key blue elements include the Waimakariri, Ōtākaro / Avon and Ōpāwaho / Heathcote rivers, and Te Ihutai / Avon-Heathcote Estuary. The north-eastern shores of Te Waihora / Lake Ellesmere are also within the defined area of Greater Christchurch.

Key green elements in the Greater Christchurch area include the Ashley Rakahuri Regional Park, Waimakariri River Regional Park, Waitākiri / Bottle Lake Forest Park, Tūhaitara Coastal Park, the coastal environment, the Port Hills, parts of Te Pātaka a Rākaihautū / Banks Peninsula, local parks and open spaces, and the larger green spaces found in Christchurch – namely Hagley Park and the Ōtākaro Avon River Corridor. The dry grasslands of the Canterbury Plains also connect the city region to the wider Waitaha / Canterbury region.

Direction

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

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

Greater Christchurch has many outstanding environmental areas, features and landscapes (*see Map 10*). Urban development must be focused away from areas with significant natural values and areas of cultural significance that include Wāhi Tapu and Wāhi Taonga. It is important that any possible encroachment of development on these areas is avoided, or involves early engagement and agreement with mana whenua.

3.2 *Prioritise the health and wellbeing of water bodies*

Water is a taonga that is culturally significant to Māori and essential to the wellbeing of all communities. Greater Christchurch has an integrated network of rivers, streams, springs, groundwater and aquifers, linked to estuaries and wetlands in the coastal environment. Restoring the health and wellbeing of water bodies, **including wetlands**, is a priority for the city region, **and recognises Te Mana o te Wai - that protecting the health of freshwater protects the health and well-being of the wider environment, restoring and preserving the balance between the water, the wider environment, and the community.**

Taking an integrated, catchment-based approach will support a higher quality water environment in Greater Christchurch. **This also accords with and supports the Te Ao Māori principle of ki uta ki tai - which is concerned with the sustained integrity and functioning of all elements of the natural environment and their inter-connection, including with people.** Examples of how this could be achieved include supporting waterway and wetland restoration and enhancement projects, setting extensive development setbacks from waterways, day-lighting urban waterways, and incorporating water sensitive urban design. Buffering water bodies with a riparian zone will also improve water quality and biodiversity, protect banks from erosion, alleviate the impacts of flooding, and support other amenity and recreational values.

The groundwater protection zone in Greater Christchurch must also be protected (*see Map 11*). This area covers the aquifers that provide the city region with its drinking water, which are vulnerable to contamination.

3.3 *Enhance and expand the network of green spaces*

Indigenous biodiversity is important to the environment, culture, society and economy of Greater Christchurch. For Māori, the connection with nature is one of whakapapa.

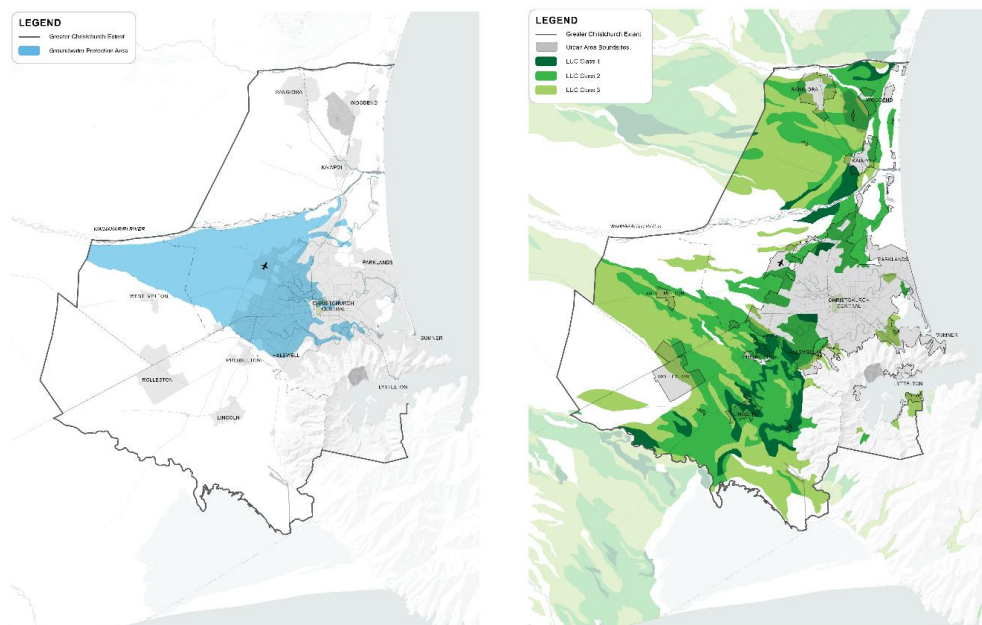
An enhanced and expanded network of green spaces will improve biodiversity, support access and connectivity, and promote active travel. The vision is that every centre and town is connected to another via a

green corridor. Opportunities to improve green connections include creating new green spaces; planting along waterways, streets and major transport routes; growing urban forests; and integrating public green spaces into major development projects. Creating stronger links to the Port Hills and Te Pātaka a Rākaihautū / Banks Peninsula is a particular opportunity to support increased biodiversity.

Improving the quality of the environment in **existing and proposed** higher density areas is critical. This can be achieved by designing and integrating vegetation (particularly trees) and indigenous biodiversity into these areas through enhanced streetscapes, parks and other public spaces, and with green spaces incorporated into private developments.

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

Map 11: Groundwater protection zone / Map 12: Highly productive soils Land Use Capability Class 1-3 soils



3.4 Protect highly productive land for food production

Land that is particularly good for food production is a scarce and finite resource that has been lost as a result of urban expansion and land fragmentation. The highly productive soils found in parts of Greater Christchurch are a valuable resource (see Map 12).

The National Policy Statement for Highly Productive Land requires highly productive land to be protected from urban development, with some exceptions. Focusing urban development within the existing urban area – growing ‘up’ rather than ‘out’ – will help protect the best soils for agriculture. Where development does need to occur outside the existing urban area, this should avoid highly productive land where possible.

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

3.5 Explore the opportunity of a green belt around urban areas

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

The concept of a green belt in Greater Christchurch needs to be explored in more detail and **this** will be undertaken as part of the development of a blue-green network strategy. **The ‘Ecological enhancement / green belt’ notations shown on Maps 2 and 14 are indicative of the location of ecological enhancement /**

greenbelt areas, and their specific location is to be further investigated. The areas in between the approximate green belt locations and the current or future urban areas identified in these maps do not indicate further urban development is necessarily anticipated in these areas.

Part 2 – An urban form for people and business

Opportunity 4: Enable diverse, **quality** and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs

The homes and communities that people live in provide the foundations for their wellbeing. Greater Christchurch's population is growing and changing, which will impact how and where people live. The Spatial Plan focuses on providing greater housing choice to meet the diverse needs of the community, including the need for more affordable homes; as well as enabling more people to live in places that are well-connected to employment, education, social and cultural opportunities.

Context

- Greater Christchurch has maintained a good supply of housing that is relatively affordable for middle to high income households, especially compared to other parts of the country.
- Delivering enough affordable housing continues to be a significant challenge, with an estimated 35,000 households in Greater Christchurch defined as being under housing stress in 2021.
- The current mix of housing types will not be suitable to meet needs in the future, particularly with the increase in one-person households and need for more multi-generational housing.
- The prosperity and wellbeing of Māori have been impacted by legislation, planning provisions and urban development strategies that have failed to recognise and prioritise the development of Māori Reserves or recognise the housing needs of Māori within urban areas. Housing options that meet the needs of Māori whānau are very limited in Greater Christchurch's urban areas.
- The level of accessibility to employment, services, green spaces and public transport varies across different parts of Greater Christchurch.
- The National Policy Statement on Urban Development and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act have removed barriers to development to allow growth 'up' and 'out' in locations with good access to existing services, infrastructure and public transport.

Direction

- 4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas
- 4.2 Ensure **at least** sufficient development capacity is provided or planned for to meet demand
- 4.3 Focus and incentivise intensification of housing to areas that support the desired pattern of growth
- 4.4 Provide housing choice and affordability
- 4.5 Deliver thriving neighbourhoods with quality developments, **quality housing** and supporting **community** infrastructure

Direction

4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas

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

Many Māori live within Greater Christchurch's urban areas where existing zonings do not contemplate or appropriately provide for kāinga nohoanga as a housing outcome. Consequently, the cultural needs of Māori have been overlooked.

A particular issue in supporting kāinga nohoanga is to ensure that infrastructure is provided that meets the needs of mana whenua for future development of kāinga nohoanga on Māori Land, with a specific focus on MR873 at Tuahiwi. Whilst policy and plan changes have occurred to enable kāinga nohoanga, this has not been supported with investment in infrastructure.

Within urban areas, it is assumed that the development of kāinga nohoanga will be able to be accommodated within the capacity of existing infrastructure or planned infrastructure upgrades.

Development of kāinga nohoanga is to be supported by partners as part of the commitment to give effect to mana whenua expectations and priorities. This will require a partnership with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve Land and within urban areas to ensure that there is sufficient capacity in, and feasible access to, local networks to enable this.

Further work between mana whenua and councils is needed to remove residual barriers in the planning framework, including the rezoning of all Māori Reserves and partnership in the provision of infrastructure to enable the development of Kāinga Nohoanga on Māori Land and within urban areas.

Key commitments and actions required to deliver this direction

- Partner with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve Land to ensure that there is sufficient capacity in, and feasible access to, local networks, to enable this.
- Partners to invest and provide infrastructure to support the development of MR873 and ensure mana whenua are active partners in decision making for these investments.
- Support mana whenua with upgraded infrastructure where needed in urban areas to enable kāinga nohoanga.
- Ensure that any future urban form for Greater Christchurch does not preclude or prevent the growth and development of Māori Reserve Land as settlements to the fullest extent possible. This includes ensuring Māori Land is not used or taken for public infrastructure required to service development on adjoining or proximate land.
- Ensure policy does not impede the ability to establish urban kāinga nohoanga.
- Enable and support the implementation of the Kāinga Nohoanga Strategy, which will set the expectations and implementation requirements to enable and support kāinga nohoanga.

- Initiate a process to rezone MR892 and MR959.

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

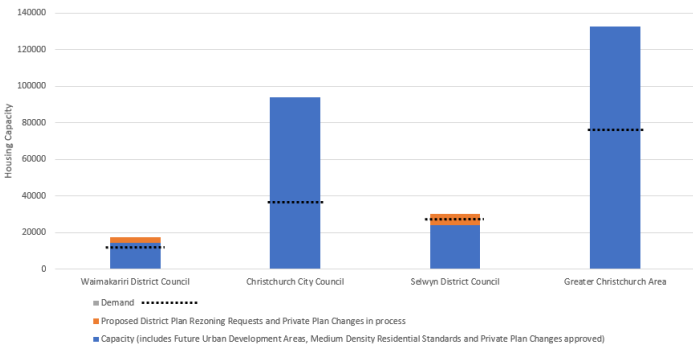
Meeting the projected demand for housing over the next 30 years is not a major issue for Greater Christchurch. This is particularly with additional greenfield areas being recently rezoned through private plan changes, and further intensification enabled across the city region as required by the National Policy Statement on Urban Development and Resource Management (Enabling Housing Supply and Other Matters) Amendment Act. In addition to these recent rezonings, greenfield areas are also being considered through rezoning submissions on the Selwyn and Waimakariri District Plan Review processes – the outcomes of which are yet to be determined.

Table 2: Sufficiency of housing development capacity to meet projected demand (2022 – 2052)

	Feasible capacity		Demand with margin		Surplus / Shortfall	
	Medium term (0 – 10 years)	Long term ¹ (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)
Waimakariri	5,950	14,450	5,600	13,250	+350	+1,200
Christchurch	94,000	94,000	14,150	37,500	+79,850	+56,500
Selwyn	11,550	24,100	10,000	27,350	+1,550	-3,250
Total	111,500	132,550	29,750	78,100	+81,750	+54,450

Based on the assumption that housing demand remains constant over time, a 60-year housing bottom line could translate into a requirement to accommodate an additional 160,000 households in Greater Christchurch – the equivalent to almost one million people living in the city region. This longer term growth could still be largely accommodated by the current housing development capacity in the city region as a whole as these figures also do not take account of the potential capacity from higher densities, which during the long term is likely to become more feasible and common in the market.

Figure 9: Sufficiency of housing development capacity to meet projected demand (2022 - 2052)



The response to long term shortfalls will be through exploring the feasibility of intensification, especially around centres and public transport routes, and increasing minimum densities for new greenfield areas. The

¹ The NPS-UD defines feasible capacity in the long term as either based on “commercially viable to a developer based on the current relationship between costs and revenue, or on any reasonable adjustment to that relationship”. In Table 2 the capacity in the medium and long term for Christchurch City is the same because the assessment only calculates the “current relationship”. This is a conservative approach, as development feasibility is likely to improve in the long term (30 years) which means that the amount of feasible capacity can be expected to be higher than shown in the table. For Selwyn and Waimakariri Districts, the assessments assume that historic trends continue into the long term. The capacity assessments also have to be undertaken every 3 years as a minimum, which will enable the assumptions to be reassessed.

broad locations for residential growth are shown in *Map 14 under Opportunity 5*. The Priority Development Areas will also be a significant tool to incentivise redevelopment and higher density housing (see the *A collective focus on unlocking the potential of Priority Areas* section). Further to this, **broad** locations for **new residential** development to provide additional capacity should align with the direction in the Spatial Plan and desired pattern of growth. **Identifying broad locations for residential development, should be guided by the Spatial Strategy, including the six opportunities, directions and the overarching directions that shape the desired pattern of growth. Broad locations should, at a minimum:**

1. **Be adjacent to, near, or within a Significant Urban Centre, Major Town or a Locally Important Urban Centre in Greater Christchurch;**
2. **Be accessible to either MRT, Core Public Transport Routes or New / Enhanced Public Transport Routes;**
3. **Protect, restore and enhance the natural environment, historic heritage, and sites and areas of significance to Māori;**
4. **Be free from significant risks arising from natural hazards and the effects of climate change; and**
5. **Be cognisant of the landscape and visual context, integrate with natural features and align with good urban design principles.**

4.3 Focus and incentivise intensification of housing to areas that support the desired pattern of growth

The focus of the Spatial Plan is to encourage greater intensification and higher densities around centres and public transport routes. The benefits of intensification in line with this desired pattern of growth include:

- More people living in closer proximity to services and employment
- A competitive public transport system to encourage mode shift
- Less reliance on private vehicle use
- A reduction in greenhouse gas emissions
- Efficient and effective use of existing infrastructure
- More affordable and diverse housing choices
- Less need for urban expansion onto highly productive land.

Greater intensification (medium and high density) is also being enabled as directed under the Resource Management Act (Intensification Instruments) and the National Policy Statement on Urban Development. This national direction enables greater intensification to occur across large parts of the urban area that may not necessarily be in close proximity to centres and public transport routes. The approach to focus intensification around centres and public transport routes will need to rely less on traditional planning tools (e.g. zoning) and look more at incentivisation, partnerships and investment. **A broad range of statutory and non-statutory tools will be relied upon for improving the feasibility of intensification to support the desired pattern of growth.**

A key approach to targeting intensification in the preferred locations is to identify Priority Development Areas, which are areas that the partnership will take a coordinated effort at a given time. They provide a mechanism for coordinated and aligned action across multiple agencies; to inform, prioritise and unlock investment, and drive collective accountability.

4.4 Provide housing choice and affordability

Greater intensification around centres and along public transport routes will help provide a range of dwelling types to meet the changing demand profile in Greater Christchurch, particularly from an aging population. This includes providing for the projected higher demand for smaller, more affordable units.

This will mean new housing will increasingly move towards medium and higher density housing types, such as townhouses, terraced housing and apartments. This will help to increase the variety of housing, including more affordable options. However, to do this across a spectrum of housing choice and demand, the intensification focus needs to be combined with continuing to provide for **diverse forms of housing and** some greenfield areas in appropriate locations.

The focus on targeted intensification will support an urban form that helps address the strategic opportunities and challenges facing the city region, and to help address housing affordability for low income households.

Figure 10: Population growth by age group in Greater Christchurch

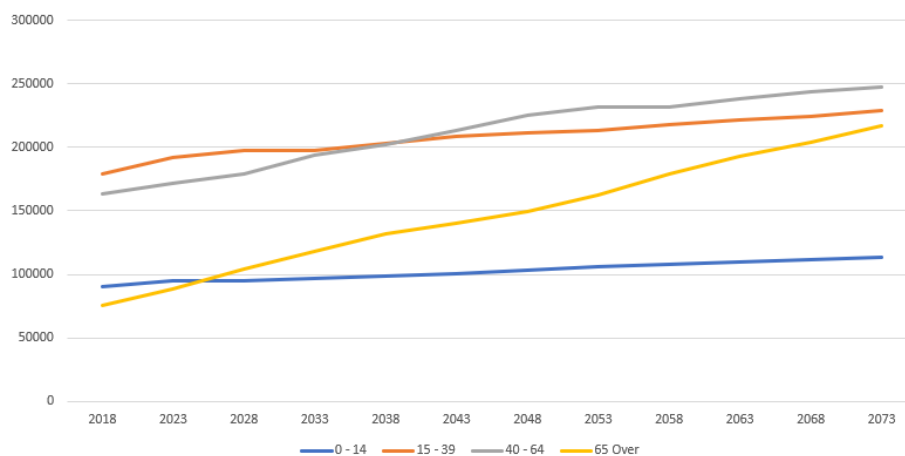
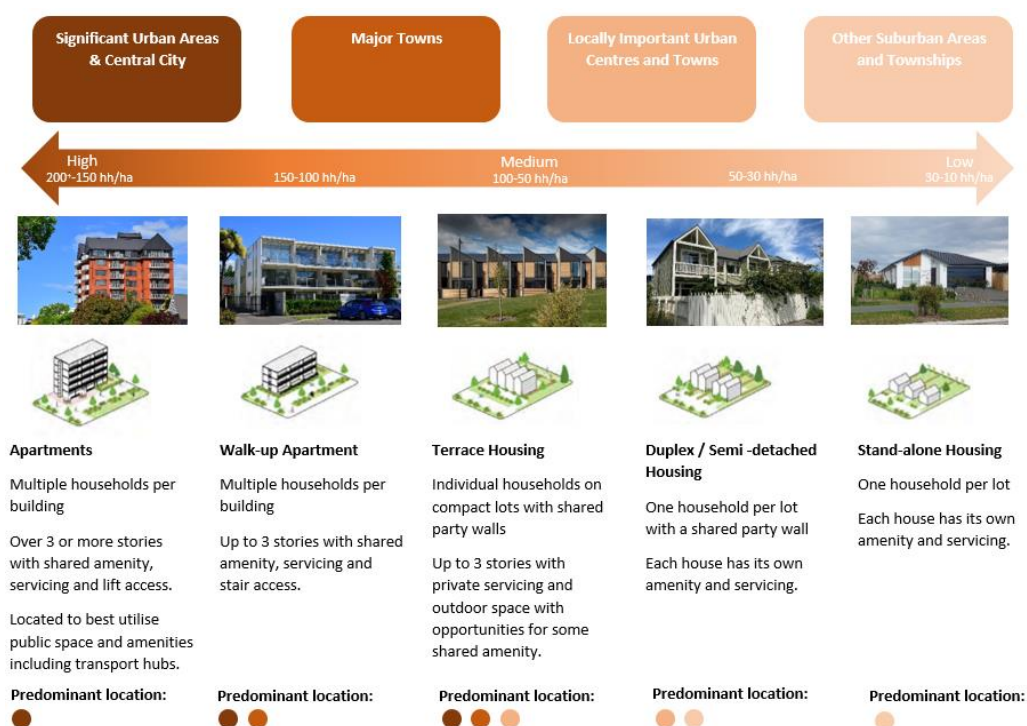


Figure 11: Housing typologies by density



Social and affordable housing needs

In comparison to other major urban centres in Aotearoa New Zealand, housing in Greater Christchurch is relatively affordable. However, the provision of social and affordable housing will become an increasingly critical issue.

Enabling higher density housing developments at different price points will be vital to meeting the projected increase in demand for smaller, more affordable dwellings. The cost of housing, both home ownership and renting, will continue to represent a significant component of household expenditure. New households will have different housing preferences and affordability constraints, but to better align the total housing stock across Greater Christchurch with the overall household composition, new development would need to favour smaller and more affordable housing types.

Smaller and multi-unit dwellings that take advantage of more efficient building construction techniques, and adopt new home ownership and rental models, can aid the provision of more affordable homes. Housing should meet the needs of the population at all stages of life.

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

Greenfield

The creation of 'greenfield' areas will continue to be part of how we accommodate more people so that we can provide a range of lifestyle choices that our communities value. The focus of our spatial plan and greenfield development, is to encourage positive change in our urban form and function, recognising that while housing capacity needs to be provided, this must achieve and not undermine other directions and principles. To achieve this, successful future greenfield development needs to:

1. Be well connected with employment, services and leisure through public and active transport networks
2. Be integrated with existing urban areas
3. Meet a need identified by the latest Housing and Business Development Capacity Assessment
4. Be at the right scale, density and location to minimise impact on highly productive land and existing permitted or consented primary production activities.

Further additional greenfield development may be required for the longer term and to provide for a population towards one million. Additional greenfield will be assessed through other statutory processes.

While there has been a trend towards increasing greenfield density over the last few years, the rate of change will need to increase to support the overall outcomes of the Spatial Plan. A technical report prepared to evaluate greenfield density uptake in Greater Christchurch included a density outcomes analysis of case study areas, as well as a national and international literature review to assess the implications of increasing residential density. The analysis found that there is a positive relationship between increases in density, more diverse housing typologies and the utilisation of more sustainable transport modes. The analysis found that the benefits of residential density increase incrementally. However, there are 'tipping points' of 25 to 30 households per hectare where residential density can deliver greater benefits.

Specific Forms and Alternative Approaches to Housing

Specific forms of housing and alternative approaches to housing are part of housing choice. They can provide for a range of preferred lifestyle options, respond to deficiencies or particular demand in the housing market, target those with the greatest housing need or deliver housing through innovative and novel approaches. They span the housing continuum from social housing through to private housing in the open market. They can offer greater diversity of housing typologies, tenures and price points.

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

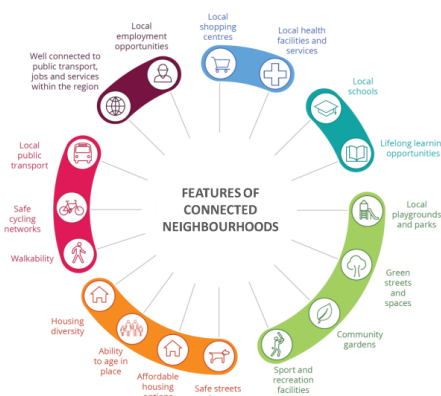
4.5 Deliver thriving neighbourhoods with quality developments, quality housing and supporting community infrastructure

Thriving neighbourhoods enable people and communities to meet their day-to-day needs, strengthen quality of life, and increase community connection and resilience. They are neighbourhoods that **are well connected**; enable safe and equitable access for all; have high quality and safe open spaces, green spaces and public realm; and provide **a diverse range of housing choice including** for social and affordable housing.

Vibrant communities with access to services **Features of Thriving Neighbourhoods**

With good urban design, neighbourhoods and their centres can include communal spaces that are liveable, walkable, safe and attractive, and have good connectivity and accessibility. A network of vibrant and diverse urban and town centres that incorporates mixed-use and transport orientated development helps to improve access and add to people's wellbeing.

Figure 12: Features of connected neighbourhoods
Features of Thriving Neighbourhoods.



Community facilities and open, green and public spaces

Community facilities contribute to strong, healthy and vibrant communities by providing spaces where residents can connect, socialise, learn and participate in a wide range of social, cultural, **religious**, art and recreational activities. There has been extensive rebuilding and repairing of community facilities within Greater Christchurch, resulting overall in a modern network of well-designed buildings able to cater for optimal usage and meet residents' expectations. Following the completion of key facilities, such as the Parakiore Recreation and Sport Centre and Te Kaha Multi-Use Arena, the city region will be well serviced to support a broad range of community, tourist, recreational and sporting events.

Open, green and public spaces are areas for people to gather, meet, play and talk. These are places that can be used for cultural purposes, for social events or to engage in recreational activities with one another. There is an extensive network of open spaces across Greater Christchurch; ranging from regional parks, to local area and neighbourhood parks, to sports fields. As the population grows and urban areas densify, it will be important to ensure that open space provision is meeting the required levels of service for communities. Local area planning will be critical to guide future investment in open spaces, and importantly the prioritisation of new developments and upgrades to ensure equitable provision across the city region.

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

Quality Developments and Quality Housing

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

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

~~Community facilities and open, green and public spaces~~ Sense of connection and safety

How neighbourhoods, towns and cities are planned and develop impacts on the health and wellbeing of people and communities. Connected neighbourhoods and communities are safer, more resilient, and contribute to increased health and wellbeing. A sense of connection and safety also contributes to the conditions in which people live and work, their access to facilities and services, their lifestyles, and their ability to develop strong social networks.

Opportunity 5: Provide space for businesses and the economy to prosper in a low carbon future

Greater Christchurch has a strong and diverse economy. Leveraging the economic assets and strengths of the city region is important for supporting business growth and increasing quality employment opportunities for the growing population. The Spatial Plan provides for the needs of businesses through a network of centres that are well connected and serviced by infrastructure.

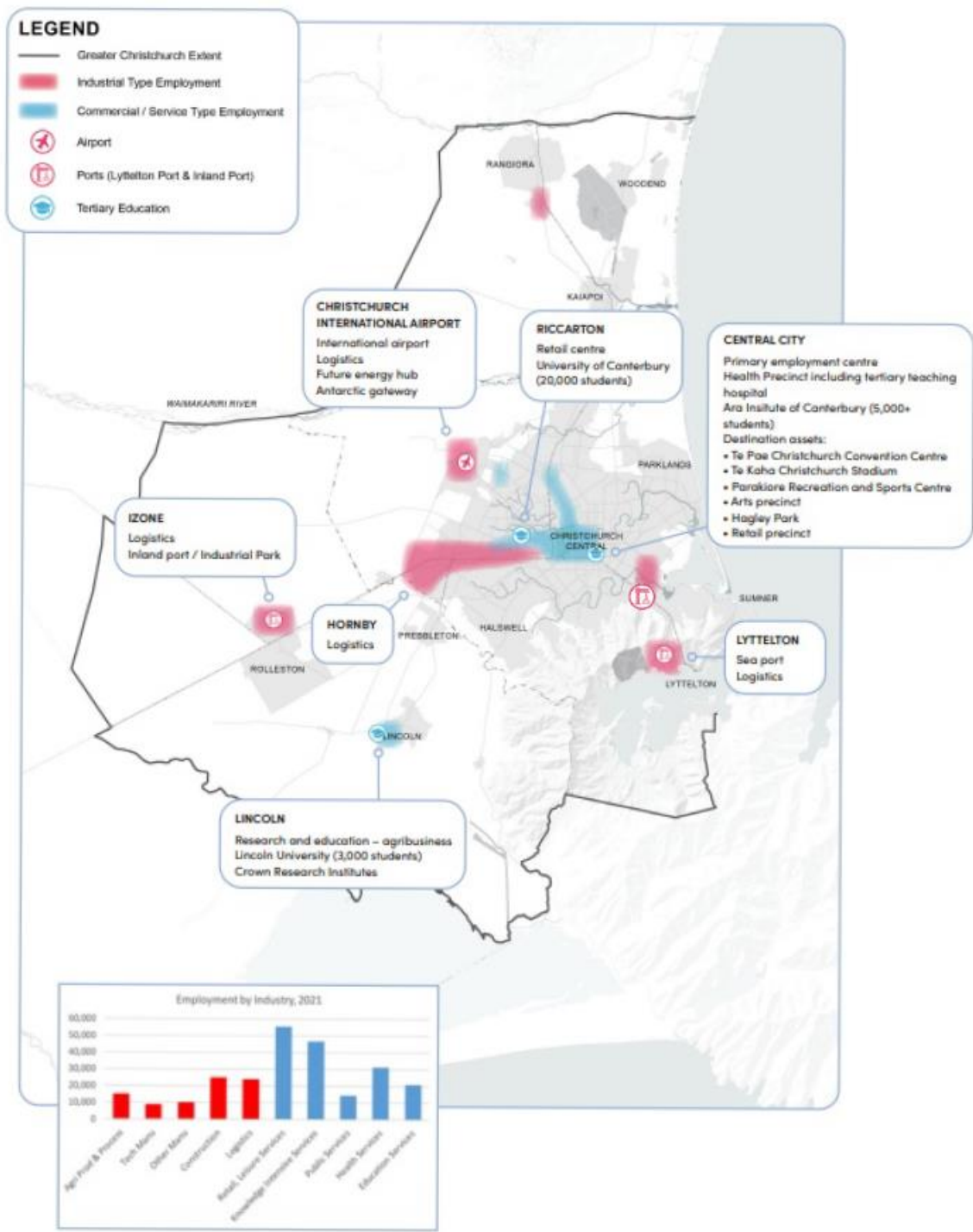
Context

- Greater Christchurch is the principal economic, services and logistics centre for Te Waipounamu / South Island. The goods produced in Waitaha / Canterbury for export are primarily distributed via the Port of Lyttelton, Christchurch Airport, and the inland ports at Rolleston and Woolston.
- Hubs of tertiary and research institutions are found in Christchurch's Central City, including the Ara Institute of Canterbury, the tertiary teaching hospital and the health precinct; and at the University of Canterbury campus in Riccarton, and the Lincoln University and various research campuses and farms in and near Lincoln.
- Six of the seven Crown Research Institutes in Aotearoa New Zealand are in Greater Christchurch.
- Employment in the Central City remains below pre-earthquake levels. Even prior to the earthquakes, the Central City was underperforming economically.
- Significant investment after the earthquakes in modern and resilient infrastructure, civic assets, and urban redevelopment, particularly in the Central City, has provided the capacity to cater for much higher levels of economic and population growth.
- The changing nature of business in the context of climate and technological changes will impact where businesses choose to locate and what they require from the urban environment.
- **Greater Christchurch contains a number and range of tertiary and research institutions that are of strategic importance from a local and national perspective. Their retention, protection and continued operation is of regional and national economic importance.**

Direction

- 5.1 **At least** sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network.
- 5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services.
- 5.3 Provision of strategic infrastructure that is resilient, efficient, **integrated** and meets the needs of a modern society and economy.
- 5.4 **Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy.**
- 5.5 **Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.**

Map 13: Key employment areas and economic assets



Direction

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

There are two types of business land:

- Commercial land – for offices, shops and services; often co-located with housing and other activities.
- Industrial land – for manufacturing and warehousing activities; often located close to freight routes and usually separated from housing.

Greater Christchurch is well placed to meet the projected demands for commercial and industrial land over the next 10 years, and for industrial land over the next 30 years and beyond. However, the current supply of commercial land in the city region is not likely to be enough to meet the demand over the next 30 years.

More than enough industrial land is supplied in Christchurch, Selwyn and Waimakariri to meet demand over the next 30 years, with a particularly significant surplus in Christchurch. Assuming that demand for industrial land will decline in the long term due to global economic trends, the total supply of industrial land in Greater Christchurch may never be fully utilised.

Enough commercial land is also supplied in Christchurch, Selwyn and Waimakariri to meet demand over the next 10 years, but there is a shortfall of 110ha in Christchurch and 20ha in Selwyn when looking over the next 30 years. Shortfalls in commercial land are expected to be met through intensification in significant urban centres, major towns, and locally important urban centres and towns, as well as through rezoning of industrial land close to Christchurch's Central City to commercial and mixed-use. A focus for providing for commercial land will be those centres identified in *Map 14*, including the Priority Areas.

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

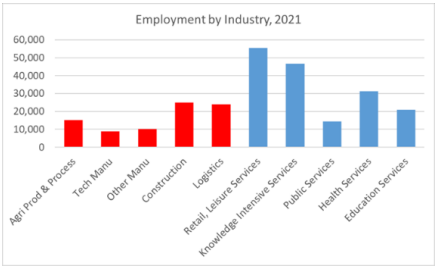
	Feasible capacity		Demand with margin		Surplus / Shortfall	
	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)
Waimakariri	32ha	102ha	31ha	79ha	1ha	23ha
Christchurch	663ha	663ha	36ha	119ha	627ha	544ha
Selwyn	377ha	425ha	131ha	347ha	246ha	78ha
Total	1,073ha	1,190ha	198ha	545ha	874ha	645ha

Table 4: Sufficiency of commercial land to meet projected demand (2022 – 2052)

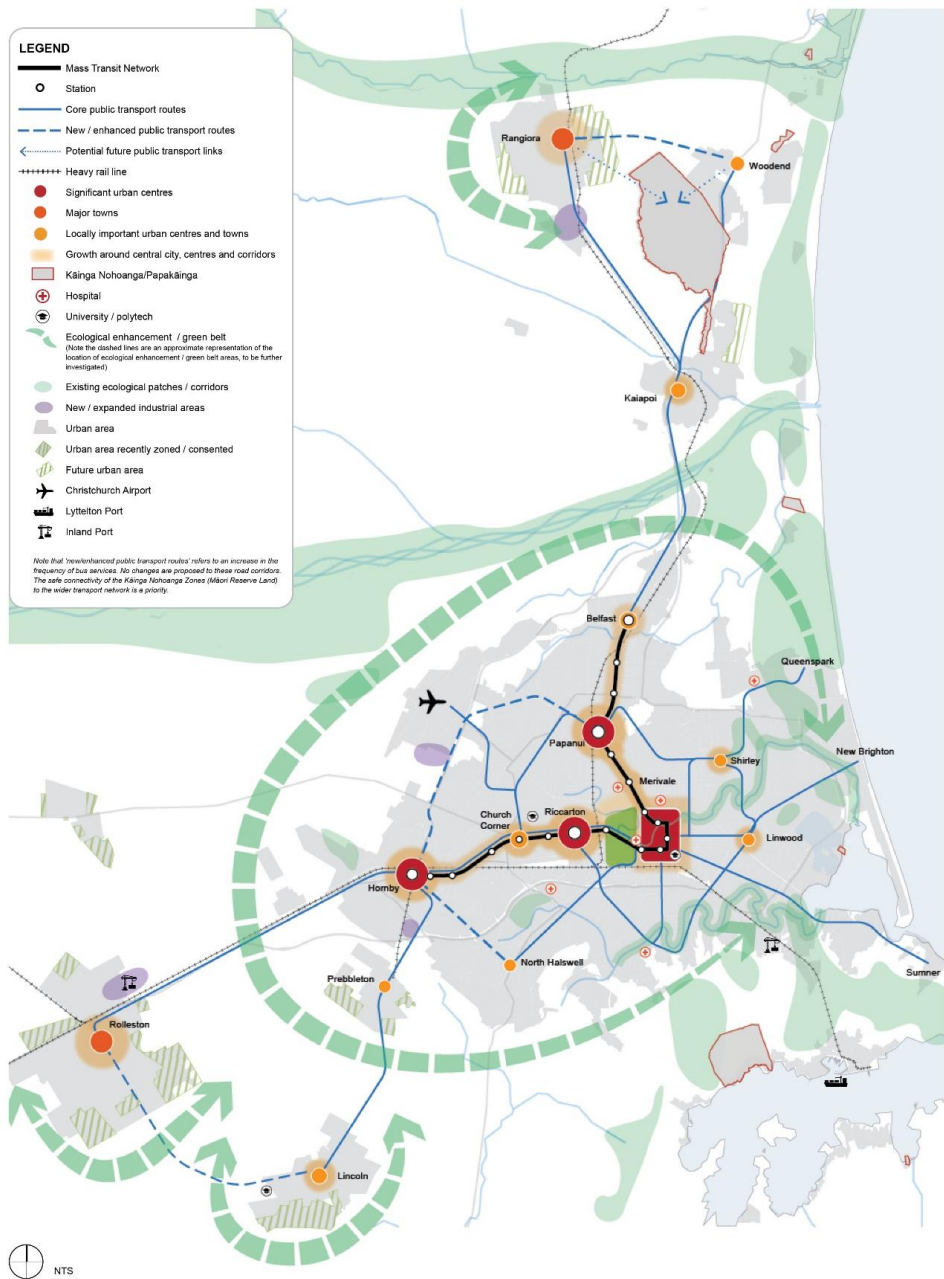
	Feasible capacity		Demand with margin		Surplus / Shortfall	
	Medium term (0 – 10 years)	Long term ² (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)
Waimakariri	36ha	63ha	12ha	32ha	24ha	31ha
Christchurch	102ha	102ha	85ha	212ha	17ha	-110ha

² The NPS-UD guidelines suggest that councils undertake a stock take of vacant land. The capacity shown in the table includes vacant capacity which is based on the most recent field surveys undertaken by each council. Also, the guidelines suggest that “larger, more urbanised areas could also investigate land not currently developed to its full potential”. In Table 4 the capacity shown for Christchurch City only includes vacant capacity and does not include redevelopment potential. Plan Change 14 to the Christchurch District Plan will enable substantial redevelopment potential in Christchurch commercial zones, which is likely to alleviate the long-term shortfall. There is modelling underway to estimate the level of redevelopment potential that could be reasonably developable in the long term. For Selwyn and Waimakariri Districts, the assessments include redevelopment potential, which is based on the historic development levels occurring in the long term. The capacity assessments also have to be undertaken every 3 years as a minimum, which will enable the assumptions to be reassessed.

Selwyn	19ha	30ha	18ha	50ha	1ha	-20ha
Total	157ha	195ha	115ha	294ha	42ha	-99ha



Map 14: Broad locations of housing and business development capacity (700,000 people)



5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services

Centres are places where people congregate for business, education and leisure; where business happens; and where people are able to meet their everyday needs close to where they live.

A strong centres network will:

- Efficiently utilise existing infrastructure, including public transport and freight networks; and support efficient investments in future infrastructure
- Realise gains in economic productivity that can be achieved when related businesses and activities (such as tertiary institutions) are concentrated and co-located, including improved productivity by supporting knowledge transfer, attracting talent, and providing economies of scale of similar businesses that can attract other businesses and customers
- Co-locate economic activity where people live so that people can access employment and services easily by walking and cycling.

The focus on supporting future population and business growth in key urban and town centres, coupled with the planned enhancements to the public transport network, will support a strong network of centres in Greater Christchurch.

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

Strategic infrastructure networks include those required to:

- Manage wastewater and stormwater, and provide safe drinking water
- Provide for energy needs – household, business and transport
- Provide communication and digital connectivity
- Transport people and goods (covered under *Opportunity 6: Prioritise sustainable **and accessible** transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities*).

For infrastructure networks provided by local councils, including water infrastructure, each council is required to prepare an infrastructure strategy, and supporting network and catchment plans, to ensure there is sufficient capacity to meet current and future demands, and that environmental standards are met. Infrastructure strategies are updated based on changes to growth projections, such to inform decisions on infrastructure investment.

Telecommunications and energy infrastructure are provided by state-owned enterprises and the private sector. Telecommunications infrastructure is fundamental to the digital transformation of public and private infrastructure, while electricity infrastructure is fundamental to the transition to a low emissions future.

A key issue is the need to ensure that infrastructure is provided that meets the needs of mana whenua for the development of kāinga nohoanga on Māori Land, with a particular focus on MR873 at Tuahiwi. While policy and plan changes have occurred to enable kāinga nohoanga in Greater Christchurch, this has not been supported with investment in infrastructure. Within Greater Christchurch's urban areas, it is assumed that the development of kāinga nohoanga will be able to be accommodated within the capacity of existing infrastructure or through planned infrastructure upgrades.

The close alignment of infrastructure provision with the growing and changing needs of people, communities and businesses requires strong partnerships and joint planning, including:

- Partnering with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve Land to ensure that there is sufficient capacity, and feasible access to, local networks; while also supporting mana whenua with upgraded infrastructure where needed within urban areas to enable kāinga nohoanga
- Establishing strong partnerships with providers of energy and digital technologies, and ensuring that planning for telecommunications and energy infrastructure is well integrated with new development.

Current and planned state of strategic infrastructure networks

- Wastewater networks have capacity to meet growth over the next decade, although some specific locations or sites may require infrastructure upgrades or alternative solutions to enable development. This includes MR873 at Tuahiwi, where a bespoke approach to the funding and delivery of services may be needed.
- The suburbs of Shirley and Aranui in Christchurch are serviced by a vacuum sewer system, which are at or near operational capacity and currently with no feasible solution to increase capacity.
- Most sites have the ability to mitigate stormwater effects on-site, or have planned local catchment solutions and programmes to address water quality and quantity issues. For some sites, on-site mitigation infrastructure may be required that will add to development costs. However, this does not preclude development from occurring.
- In Christchurch, major water supply upgrades have been completed or are planned for completion over the next 10 years. A focus for water supply assets will be over \$200 million invested in the improvement and maintenance of the reticulation network. This will reduce leakages and improve the long term sustainability of the water supply, ensuring these assets remain fit-for-purpose to accommodate future growth and to meet required water quality and health standards.
- Growth in the use of electricity for transport will necessitate greater provision of electric charging networks in Greater Christchurch. This is expected to be provided by the private sector. Over time, there may be a requirement for greater local generation of green energy. **The provision of reliable renewable energy will be important for achieving a low carbon future for Greater Christchurch.**
- **The National Grid will continue to play an important role in electrification of the economy and will need to be protected. Long-term planning for the maintenance, operation, upgrading and development of the National Grid needs to be facilitated and supported. While existing National Grid assets are identified on the Spatial Plan maps, new development will necessitate new assets, particularly to connect to new generation.**
- Telecommunications technology is continually changing to meet the expectations of customers for new, faster and uninterrupted digital experiences. The challenge is finding locations to increase the density of telecommunications networks to meet the demand generated by growth. Redevelopment and new growth areas need to integrate network infrastructure with land use and the needs of communities.

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

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

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

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

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

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

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

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

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

Part 3 – Connecting people and places

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

A transformational shift in how people travel is needed to achieve major reductions in transport emissions. This is one of the biggest challenges facing Greater Christchurch and will require substantial improvements in its transport system. The Spatial Plan takes an integrated approach to strategic land use and transport planning to provide a pathway to achieving a more sustainable, accessible and equitable transport future.

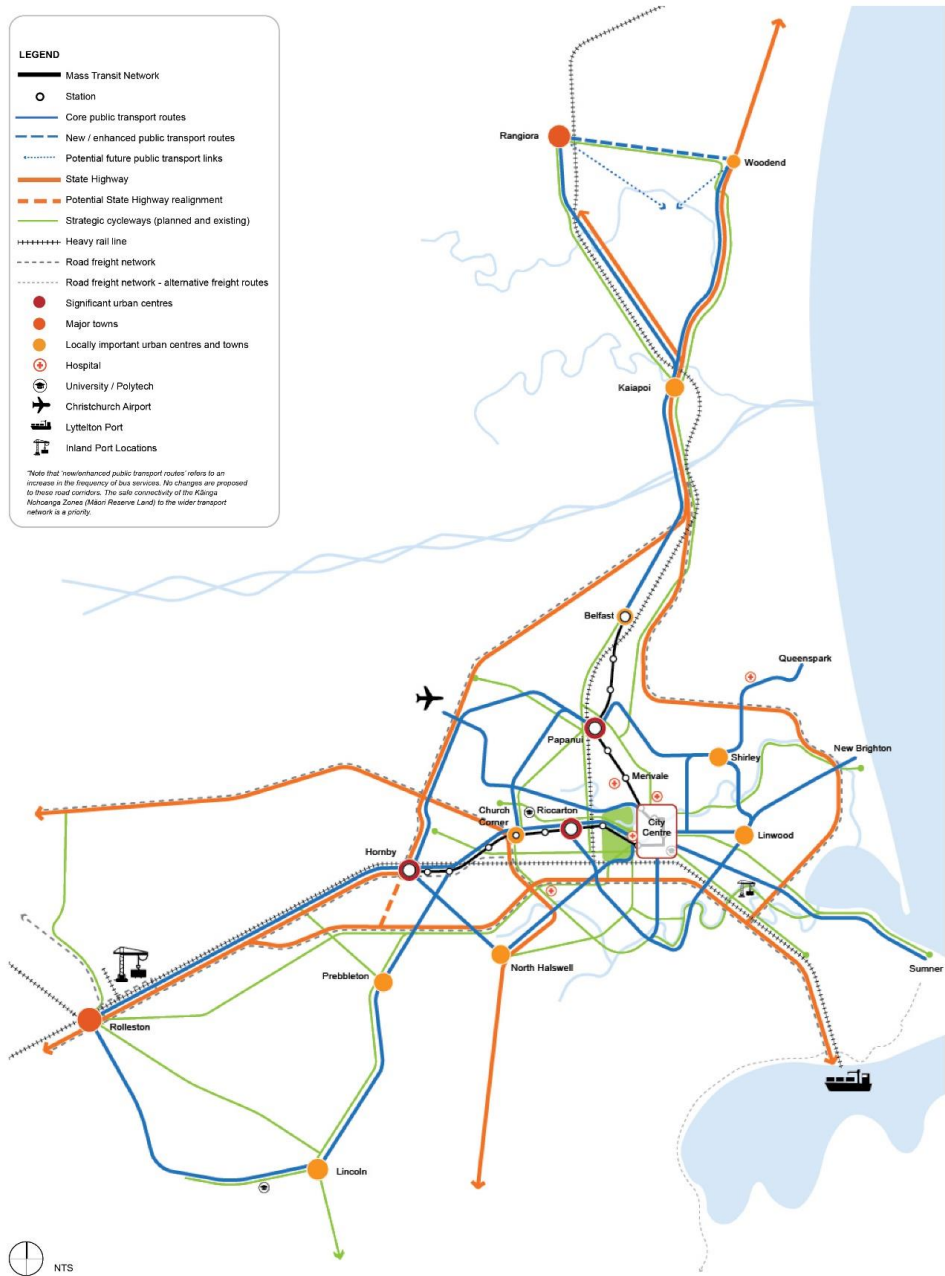
Context

- There is a strong dependence on cars to travel in Greater Christchurch.
- Population growth will continue to increase the vehicle kilometres travelled by cars and other light vehicles based on current travel patterns. Substantial reductions in vehicle kilometres travelled by the light fleet is needed to achieve emissions reductions targets.
- Growth in vehicle kilometres travelled will also increase congestion, which has implications for health, safety, amenity, productivity and the environment.
- Shifting transport choices away from cars requires significant improvements to public and active transport, and measures to encourage people to change their travel behaviour; along with an urban form that supports people to take shorter trips to meet their daily needs and activities.
- The prosperous development of kāinga nohoanga on Māori Reserve Land requires significant improvements to levels of accessibility to surrounding transport networks and services.
- The volume of freight is forecast to continue to increase in the future, while the emissions from heavy transport needs to decrease to support reductions in transport emissions.
- The strategic road and rail networks are essential for moving goods into, out of and within the city region, and supporting it to be the primary logistics hub for Te Waipounamu / South Island.

Direction

- 6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micro mobility
- 6.2 Significantly improve public transport connections between key centres
- 6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga
- 6.4 Develop innovative measures to encourage people to change their travel behaviours
- 6.5 Protect the effective operation of the freight network

Map 15: Transport network



Direction

6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micromobility

A key component of the focus on targeted intensification is the creation of an urban form that supports and encourages as many trips as possible being made by active travel – walking, cycling and other modes of micro mobility (such as scooters). Achieving this requires not only an increase in density of development in centres, but also a commitment to urban design that prioritises active travel within and between communities – making it safe and convenient.

Some ways that active travel could be supported include ensuring good walking and cycling access within local communities and to local centres; extending the network of dedicated cycleways and cycle lanes to create a comprehensive network that connects key centres and destinations; creating low speed zones and limited access streets in residential areas; and rebalancing the use of roads and streets to reflect the functions of place and movement.

6.2 Significantly improve public transport connections between key centres

Reducing the reliance on cars means encouraging people to use public transport more often. This requires significant improvements to public transport services to ensure they offer an attractive alternative to cars for a broader range of trips, particularly those less suited to active travel.

An important first step to improving Greater Christchurch’s public transport network is to accelerate the implementation of planned improvements to the existing bus network, as set out in the Greater Christchurch Public Transport Futures programme. This involves frequency improvements coupled with infrastructure investments that will support faster and more reliable journey times on core bus routes. These core routes provide connections to Christchurch’s Central City and other key centres where more intensive development is planned. The programme includes reallocation of road space on core routes to enable priority way for buses.

A key feature of the future public transport network in Greater Christchurch is the proposed mass rapid transit service that would offer a high frequency and capacity ‘turn-up-and-go’ service on the strategic growth corridors along Papanui Road and Riccarton Road, linking with the Central City. The delivery of this service would involve a phased implementation, starting initially between Papanui and Church Corner, then extending to Belfast and Hornby, and with improved connections to key towns in Selwyn and Waimakariri.

Higher density residential and commercial development within the walkable catchments of mass rapid transit stations would support a higher share of trips being made using public transport, which would in turn support frequency and capacity improvements.

6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga

Planning and investing in improved accessibility to Māori Reserve Land by public and active modes of transport is necessary to support the prosperous development of kāinga nohoanga in Greater Christchurch. Delivering better connections to Māori Land, as well as supporting kāinga nohoanga within urban areas with improved accessibility, will involve a partnership approach between mana whenua, and councils and Waka Kotahi.

The development of Greater Christchurch’s transport network in the future must also not preclude or prevent the development of Māori Reserve Land as settlements to their fullest extent possible. This includes ensuring that Māori Land is not used or taken for public infrastructure required to service development on adjoining or proximate land.

6.4 Develop innovative measures to encourage people to change their travel behaviours

A significant change in travel behaviour needs to occur to meet the objective for a more sustainable, accessible and equitable transport system in Greater Christchurch. Achieving mode shift from cars to public and active modes of transport will be particularly important for reducing vehicle kilometres travelled by cars and other light vehicles, and contributing to emissions reduction targets.

The focus on targeted intensification in urban and town centres, and along public transport corridors, together with the proposed improvements to public and active modes of transport, will provide a strong platform for the shift away from cars. However, reducing the reliance on cars will also need to be supported by planning and investing in systemic changes in travel behaviours, recognising the massive shift that needs to occur largely within the next decade.

Some ways that effective travel demand management and behaviour change initiatives could be delivered include building awareness and understanding about the range of low emissions travel options through information and education initiatives; incentivising the use of public and active transport through appropriate pricing and promotions; managing car parking policies; and supporting central government investigations into future road pricing options.

6.5 Protect the effective operation of the freight network

As the main freight and logistics hub for Te Waipounamu / South Island, it is essential that the development of Greater Christchurch continues to support a well-functioning freight network. This means ensuring that the strategic road and rail connections to key freight and logistics hubs, including the Port of Lyttelton, Christchurch Airport and the inland ports at Rolleston and Woolston, are not compromised by development and uncontrolled growth in travel demands on the network.

This is likely to require steps in the future to prioritise the use of road space on strategic freight routes, primarily the state highways, and to direct housing development away from those routes to ensure that the amenity of residential areas are not compromised. In some cases, it may be necessary to consider relocating strategic freight routes to reduce the potential conflict with residential and commercial intensification.

Shifting freight from road to rail and coastal shipping will help to reduce emissions from freight, as well as reduce the pressure on the road network in Greater Christchurch.

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

Implementation

Joint work programme

The partnership has developed a joint work programme comprising key actions and initiatives, and a selection of Priority Areas, that will help to implement the direction of the Spatial Plan. The work programme will also inform the investment decisions made by partners.

An indication of what each component of the joint work programme will entail is provided below, along with how they align with the six opportunities of the Spatial Plan.

The partnership will agree the scope and resources needed to deliver the joint work programme.

The ~~Whakawhanake Kāinga Komiti~~ **Greater Christchurch Partnership Committee** will receive biannual updates on the progress of the joint work programme.

The Spatial Plan is an enduring document, with the scope for new Priority Areas, key actions and initiatives, and tools being added to the joint work programme if they should arise in the future. The plan will be reviewed and updated (as needed) every five years. **In accordance with the NPSUD 2020, the Future Development Strategy component of the plan will be reviewed and updated (as needed) every three years.**

Action / Initiative	Purpose	Opportunity 1: Protect historic heritage and sites and areas of significance to Māori	Opportunity 2: Reduce risks from natural hazards and climate change	Opportunity 3: Protect, restore and enhance the natural environment	Opportunity 4: Support thriving communities with diverse and affordable housing	Opportunity 5: Provide space for businesses and the economy to prosper	Opportunity 6: Prioritise more sustainable modes of travel	Supporting Agencies	Timing
Greater Christchurch Transport Plan (including Mass Rapid Transit)	To plan and coordinate the development of an integrated transport system that will encourage mode shift, reduce vehicle kilometres travelled and transport emissions, and help shape the urban form.							Urban Growth Partners	Ongoing
Kāinga Nohoanga Strategy	To provide direction to partners on how to support and enable kāinga nohoanga on Māori Land and within urban areas.							Urban Growth Partners	Ongoing
Priority Areas	To enable aligned and coordinated action across multiple agencies to inform and prioritise investment to achieve change and growth that will not be delivered by the market on its own.							Urban Growth Partners, <u>Relevant Crown Partners</u> , Developer Sector	To be determined
Joint Housing Action Plan	To create a housing action plan that ensures the entire housing continuum is working effectively to provide quality , affordable housing choice and diversity.							Urban Growth Partners, Community Housing Providers, Developer Sector	Short term

Blue-Green Network Strategy (including Green Belt Concept)	To develop an integrated blue-green network strategy reflecting the blue-green network principles and environmental directions. This strategy will also include investigating options to establish a Green Belt Action Plan.							Urban Growth Partners	Medium term
Economic Development Plan	To create a comprehensive economic development plan that integrates and coordinates existing strategies and plans to realise the Spatial Plan's aspirations for economic prosperity.							Urban Growth Partners, <u>Relevant Crown Partners</u> , Economic Development Agencies, Canterbury Employers Chamber of Commerce, Tertiary Education Providers	Medium term
Statutory tools	To assess, propose and implement the suite of statutory tools that will give effect to the Spatial Plan, <u>improve the feasibility of intensification</u> , and enable delivery of the joint work programme.							Urban Growth Partners	Short term
Non-statutory tools	To assess, propose and implement the suite of non-statutory tools that will give effect to the Spatial Plan, <u>improve the feasibility of intensification</u> , and enable delivery of the joint work programme.							Urban Growth Partners	Medium term

Key

	Major contribution to the opportunity
--	---------------------------------------

	Moderate contribution to the opportunity
	Minor contribution to the opportunity

Tools

Tools that enable the Spatial Plan to deliver on its directions can either be statutory or non-statutory. Previous growth plans and strategies have predominantly focused on statutory tools, which have been implemented by councils. The partnership believes a more flexible approach comprising a mix of statutory and non-statutory tools will be more effective in delivering on the outcomes sought by the plan.

The joint work programme will consider a broad range of both statutory and non-statutory tools to be used for selection by the partnership. The responsibility for implementing these tools will reside with the partner that has the authority or is best suited to deliver the tool.

Partnerships

The partnership is committed to showing visible leadership and using a collaborative approach to address the issues identified for Greater Christchurch. Although implementation of the Spatial Plan will principally be the domain of councils, mana whenua and government agencies, the private sector, third sector and community also have a key role to play in ensuring the shared vision for the future is realised.

Coordinated action with infrastructure providers and the development sector will be of particular importance to enabling the type and scale of development needed to achieve the desired pattern of growth. It will be crucial that investments are aligned with the planned direction set out in the Spatial Plan, which will require strong working relationships between councils, infrastructure providers, developers and the property sector.

Monitoring

The partnership will establish an implementation plan and mechanisms to monitor progress in achieving the opportunities, directions and key moves set out in the Spatial Plan, and for reporting on progress of the joint work programme. The progress made on the work programme will be reported bi-annually to the ~~Whakawhanake Kāinga Kōmiti~~ **Greater Christchurch Partnership Committee**. **The partnership must also undertake monitoring as required by the National Policy Statement on Urban Development which will inform future development capacity assessments.**

The Spatial Plan will be reviewed every five years, incorporating the latest release of census information from Stats NZ. This will ensure that future iterations of the plan can respond to changing demographic, social, economic and cultural factors. **In accordance with the NPSUD 2020, the Future Development Strategy component of the plan will be reviewed every three years following the preparation of the latest Housing and Business Development Capacity Assessment.**

The joint work programme should be reviewed and updated every three years to coincide with council's long term planning processes to ensure the partnership prioritises and adequately resources the delivery of the Spatial Plan (and its future iterations).

Greater Christchurch Spatial Plan

Hearing Panel - Clean Version

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Key terms

BLUE-GREEN NETWORK

A blue-green network is a series of spaces and corridors that follow and connect water bodies, parks, green areas and the coast. Blue elements include rivers, streams, storm water drains and basins, wetlands, freshwater, and coastal water; while green elements include trees, parks, forests, reserves and greenways.

CENTRE

A centre is a location that is a focal point for economic, social, community and civic activity. This plan refers to four different types of centres – being significant urban centres, major towns, locally important urban centres and towns, and key business areas – reflecting the expected scale and mix of activities and buildings.

DENSITY

Density refers to the number of houses or dwellings within a certain area. The higher the number of dwellings per hectare, the higher the density. This plan refers to low, medium and high density. Low density generally describes an area with predominately detached dwellings on sections greater than 300m². Medium density describes areas where attached dwellings are more prevalent, such as semi-detached or duplex dwellings, terraced housing, or low-rise apartments. In high density areas, multi-story buildings are prevalent.

DEVELOPMENT CAPACITY

Development capacity means the capacity of land to be developed for housing or for business use; based on the zoning, objectives, policies, rules and overlays that apply in the relevant proposed and operative Resource Management Act planning documents, and the provision of adequate development infrastructure to support the development of land for housing or business use.

GREATER CHRISTCHURCH

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

GREEN BELT

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

KĀINGA NOHOANGA

Kāinga nohoanga is a form of settlement or land development for members of hapū or whānau providing residential accommodation. It may also include accommodation for visitors and short term residents with associated communal buildings and facilities; as well as social activities and facilities, commercial activities, and cultural facilities and activities.

MASS RAPID TRANSIT

Rapid transit is a step up from conventional public transport, being a quicker, more frequent and reliable, higher-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic. It was also being mentioned as ‘turn-up-and-go’ service.

MIXED-USE

Mixed-use refers to the variety of activities permitted by planning regulations to occur either within a location (such as within a town centre) or on a site. Mixed-use planning regulations permit a variety of residential, commercial or community activities to occur, rather than restricting activities to a single use, such as residential only.

MODES OF TRANSPORT AND MODE SHIFT

Transport modes refers to the different ways or types of vehicles people use to get from A to B. In this plan, the different modes of transport referred to include public transport (such as bus services), active transport (such as cycling and walking) and private vehicles (such as cars). Mode shift means growing the share of travel by public transport, cycling and walking.

NGĀ WAI

Ngā Wai encompasses water bodies and their margins, and include ngā awa (rivers), ngā roto (lakes), ngā hāpua (coastal lagoons), ngā repo (wetlands) and ngā puna (springs).

PRIORITY AREAS

Priority Areas are areas that the partnership wishes to focus coordinated effort at a given time. They are a key tool as part of the Urban Growth Agenda framework that provides a mechanism for coordinated and aligned action across multiple agencies; to inform, prioritise and unlock investment, and drive collective accountability.

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

SOCIAL INFRASTRUCTURE

Social infrastructure includes parks and open spaces, community facilities, schools and health facilities. In this plan, the term infrastructure includes social infrastructure, unless specified otherwise.

TARGETED INTENSIFICATION

Targeted intensification refers to accommodating housing and business growth through greater intensification around key urban and town centres, and along public transport corridors.

URBAN FORM

The urban form is the physical shape and land use patterns of towns and cities. It refers to housing types, street types, how they sit in the environment and their layout. It includes the location, density and design of homes, workplaces, schools, parks and other community facilities, as well as the transport networks that connect them.

WĀHI TAONGA

Wāhi Taonga are treasured places that have high intrinsic value, and are valued for their capacity to shape and sustain the quality of life. Access to these areas is important to Ngāi Tahu identity.

WĀHI TAPU

Wāhi Tapu are sites and places that are culturally and spiritually significant to the history and identity of mana whenua. Wāhi Tapu sites are to be protected according to tikanga and kawa to ensure the sacred nature of those sites is respected.

WELL-FUNCTIONING URBAN ENVIRONMENTS

The National Policy Statement on Urban Development requires planning decisions to contribute to well-functioning urban environments. A definition of well-functioning urban environments is provided in the *Delivering on national direction* section of this plan.

Introduction

Over the past 15 years, Greater Christchurch has grown rapidly to a population of around half a million. By 2050, up to 700,000 people could be living in Greater Christchurch – 40% more than there are today, with the population potentially doubling to 1 million people in the future. It's important to plan for how growth this significant will be accommodated, while also looking after the environment and responding to climate change.

In 2022, the Greater Christchurch Partnership and the Crown established an Urban Growth Partnership for Greater Christchurch – the Whakawhanake Kāinga Komiti. This partnership of central government, local government and mana whenua is focused on shared objectives related to affordable housing, emissions reduction, and creating liveable and resilient urban areas.

The first priority of the partnership is to prepare the Greater Christchurch Spatial Plan.

The Draft Spatial Plan sets out the partners' shared vision for the future of Greater Christchurch. It is a plan for action, for starting now to make the transformational shifts needed to secure the future of Greater Christchurch. This includes a clear pathway for how the city region will create prosperous and well-functioning urban environments, and build greater resilience in the context of the changing environment. It sets out what the priorities are and what needs to happen to achieve them.

Its overarching directions include a focus on targeted intensification in centres and along public transport corridors, along with the prosperous development of kāinga nohoanga on Māori Land and within urban areas.

The direction set out in the plan is supported by commitments across central government, local government and mana whenua to partner and invest in shared priorities for Greater Christchurch, to ensure the city region remains a great place to live for all. The implementation of the plan will form the ongoing work programme of the partnership.

Acknowledging Te Tiriti and Rangatiratanga

The contemporary relationship between Ngāi Tahu whānui and the Crown is defined by three core documents: Te Tiriti o Waitangi, the Ngāi Tahu Deed of Settlement 1997 and the Ngāi Tahu Claims Settlement Act 1998.

Papatipu Rūnanga expect that the partners will honour Te Tiriti o Waitangi and the principles upon which it is founded, including principles of Partnership and recognition of their rangatiratanga status.

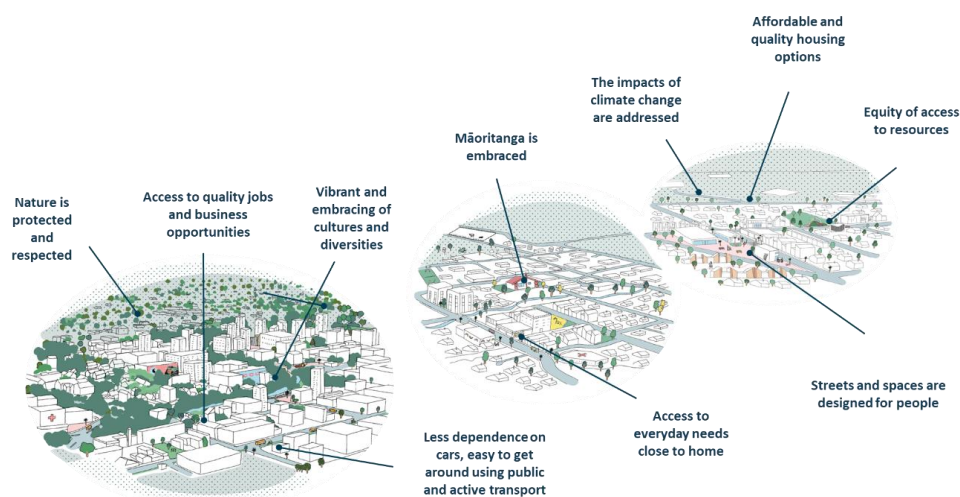
In making its apology in 1998, the Crown acknowledged that Ngāi Tahu holds rangatiratanga within the Ngāi Tahu takiwā. Further, the Te Rūnanga o Ngāi Tahu Declaration of Membership Order 2001 establishes individual Papatipu Rūnanga as the entities with responsibility for resources and the protection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

These documents and matters have informed the nature and manner of engagement and collaboration between the Papatipu Rūnanga and the partners involved in the development of this Spatial Plan, and the commitments made to actively support and assist mana whenua fulfil their priorities.

The aspirations for Greater Christchurch – a place to live well

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

Figure 1: Community aspirations for Greater Christchurch in 2050



The Greater Christchurch area

Greater Christchurch is found at the meeting point of the Canterbury Plains, the Pacific Ocean, and the volcanic remnants of Whakaraupō / Lyttelton and Te Pātaka a Rākaihautū / Banks Peninsula.

It extends from Rangiora in the north to Lincoln in the south, and from Rolleston in the west to Sumner in the east. It includes the flat lands and Port Hill areas of Ōtautahi Christchurch, and the surrounding towns and rural areas. Its landscape is dominated by rivers, lakes, estuaries, coastal lagoons, wetlands and springs.

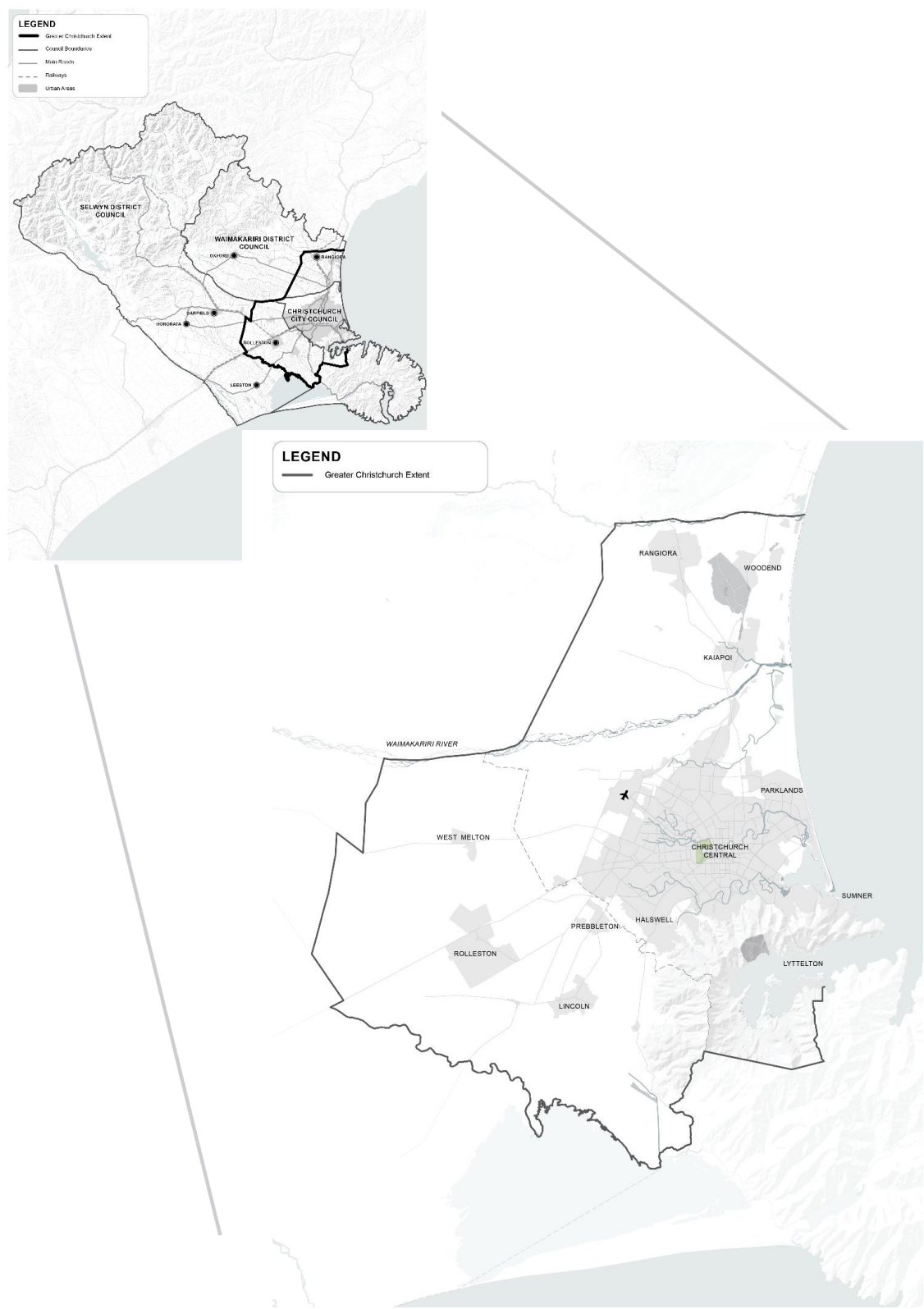
Greater Christchurch includes parts of three territorial authorities: Christchurch City, Selwyn District and Waimakariri District. It is also part of a cultural landscape that holds significant historic and contemporary cultural importance for Ngāi Tahu whānui.

Greater Christchurch traverses the takiwā of three Papatipu Rūnanga: Te Ngāi Tūāhuriri, Taumutu and Te Hapū o Ngāti Wheke (Rāpaki), with the marae of Te Ngāi Tūāhuriri and Te Hapū o Ngāti Wheke being located within the Greater Christchurch area. The marae associated with each of the Papatipu Rūnanga are the beating hearts of tribal identity and centres for cultural, social and economic activities.

Greater Christchurch sits within and has deep connections with the wider Waitaha / Canterbury region.

The geographic extent of Greater Christchurch is shown in *Map 1*.

Map 1: The geographic area of Greater Christchurch



Context

How Greater Christchurch has grown

The Greater Christchurch area has been inhabited by Māori for settlement, resource gathering and exercising of cultural practices for more than 1,200 years. The earliest peoples in the area were the Waitaha, who were succeeded by Ngāti Mamoe. Ngāti Mamoe were followed soon after by hapū who came to be known as Ngāi Tahu.

The coastline of Te tai o Mahaanui acted as an important route for trade and travel, while the water bodies and forests in the area provided a rich source of mahinga kai.

The abundance of resources in the area attracted European settlers from the 1800s. Christchurch became a centre for provincial government, as well as the market, logistics, services and education hub for the surrounding region. Farming was the city's first industry, reflecting the pre-eminence of the Waitaha / Canterbury region as a farming province.

The way that Christchurch and the towns in Selwyn and Waimakariri have grown over time has been enabled by the availability of flat land on the Canterbury Plains that is relatively easy to subdivide and service. The increased ownership of the private car during the middle of the 20th century also enabled the urban area to develop beyond the inner city and along tram lines, to the suburbs and surrounding towns. The reliance on the car for travel has since become ingrained in the fabric of Greater Christchurch.

In 2010 and 2011, a series of earthquakes caused widespread damage to Greater Christchurch. It resulted in the permanent displacement of whole neighbourhoods in the eastern areas of Christchurch and in Kaiapoi, and demolition of many buildings in Christchurch's Central City. This included demolition of a significant number of Heritage Listed buildings. This led to a substantial shift of households and businesses to the western areas of Christchurch and towns in Selwyn and Waimakariri.

The private and public sectors have made considerable investments since. The Central City in particular has benefitted from modern infrastructure, new civic assets, urban realm improvements, and large residential and commercial developments. The rebuild of the Central City has been the most ambitious urban renewal project in Aotearoa New Zealand's history and is once again a place that is attractive to people and businesses.

Greater Christchurch's population of around half a million people, represents more than 80 percent of the Waitaha / Canterbury population and almost half of the Te Waipounamu / South Island population. Strong population growth in Greater Christchurch over recent years reflects its highly valued lifestyle, including the easy access to green spaces and the outdoors, the sense of community, the relative affordability of living, and the growing vibrancy. It's also benefitted from immigration, which has created a rich and diverse population.

Greater Christchurch has developed into the primary economic hub and commercial centre for the Waitaha / Canterbury region and Te Waipounamu / South Island, supporting a number of nationally important economic assets. This includes a large business sector, four tertiary institutions, a number of research institutions, an international airport, a sea port and two inland ports.

Planning and policy context

Building on previous growth strategies

The first strategic growth strategy developed for Greater Christchurch was the Greater Christchurch Urban Development Strategy in 2007 (which was updated in 2016). The collaborative work of the Greater Christchurch Partnership since has been guided by this strategy, including the planning undertaken to accommodate the large number of households and businesses displaced after the earthquakes in 2010 and 2011.

Figure 2: Timeline of key documents for Greater Christchurch

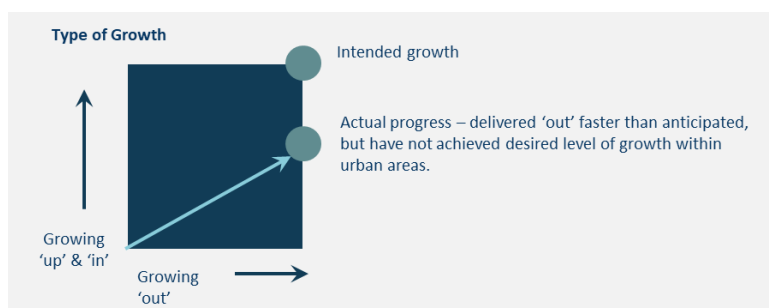


This Spatial Plan builds on and replaces the previous plans and strategies developed for Greater Christchurch, but does not seek a fundamental change from their strategic direction.

It provides an up-to-date look at how Greater Christchurch has evolved over recent years, and the strategic opportunities and challenges for taking the city region forward.

It recognises that Greater Christchurch has seen growth through the expansion of urban areas happen faster than anticipated and growth through intensification of urban areas not achieve anticipated levels. This was a by-product of the earthquakes and an acknowledged divergence from the planned growth direction.

Figure 3: Intended versus actual pattern of growth

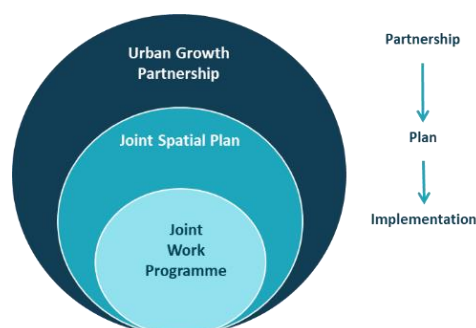


Delivering on national direction

The Spatial Plan has been prepared under the Urban Growth Agenda – a central government programme to improve coordination between central government, local government and mana whenua in high growth urban areas.

The Spatial Plan is the first priority of the Urban Growth Partnership for Greater Christchurch – the Whakawhanake Kāinga Komiti. The Komiti’s priorities strongly align with the objectives of the Urban Growth Agenda and wider national direction, and reflects the issues facing Greater Christchurch.

Figure 4: Components of the Urban Growth Partnerships programme



Whakawhanake Kāinga Komiti’s priorities

Create a well-functioning and sustainable urban environment. Priority will be given to:

- Decarbonising the transport system
- Increasing resilience to natural hazards and the effects of climate change
- Accelerating the provision of quality, affordable housing
- Improving access to employment, education and services.

The Spatial Plan satisfies the requirements of a future development strategy under the National Policy Statement on Urban Development. This includes setting out how well-functioning urban environments will be achieved, and how sufficient housing and business development capacity will be provided to meet expected demand over the next 30 years.

Relevant national policy that has informed the Spatial Plan includes the Government Policy Statement on Housing and Urban Development, Government Policy Statement on Land Transport, the Emissions Reduction Plan, and every national policy statements under the Resource Management Act 1991.

What this national direction requires of the Spatial Plan is summarised below.

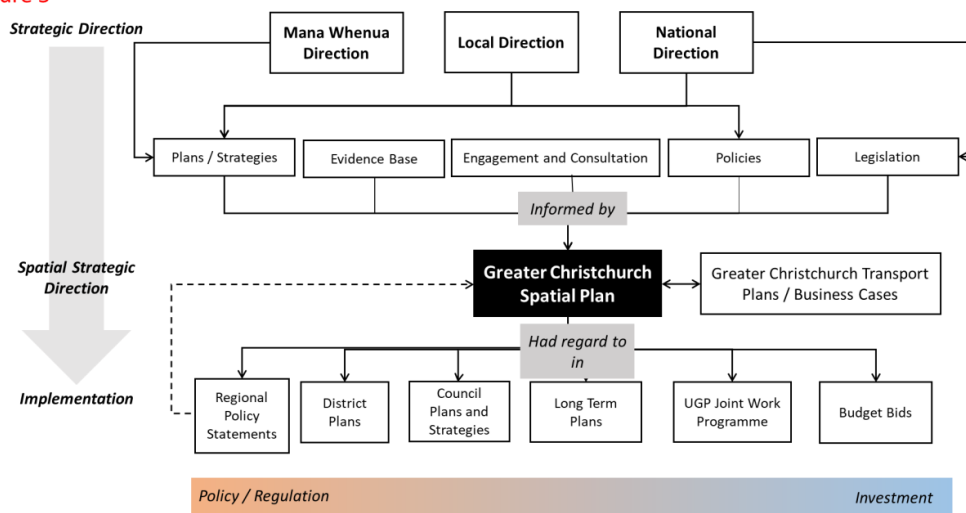
<p>Well-functioning urban environments</p> <p>Contribute to well-functioning urban environments, which at a minimum:</p> <ul style="list-style-type: none">• Have or enable a variety of homes that meet the needs, in terms of type, price and location, of different households; and• Have or enable a variety of homes that enable Māori to express their cultural traditions and norms; and• Have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and• Have good accessibility for all people between housing, jobs, community services, natural spaces and open spaces, including by way of public or active transport; and• Support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and• Support reductions in greenhouse gas emissions; and• Are resilient to the likely current and future effects of climate change.	
<p>A low emissions future</p> <p>Plan for an urban form and transport system that substantially reduces greenhouse gas emissions, including supporting a transformational shift in transport choices.</p>	<p>A healthy natural environment</p> <p>Protect highly productive land for food and fibre production, manage water bodies in a way that gives effect to Te Mana o te Wai, and conserve the natural environment for the benefit of future generations.</p>

Aligning with local and regional planning processes

The Greater Christchurch councils are also progressing their own local and regional planning processes. Many of these have informed the Spatial Plan and some will help implement the direction of the plan.

Figure 5: Planning context for the Spatial Plan

Figure 5



Related planning processes currently underway:

- Councils are implementing the Medium Density Residential Standards from the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act. Christchurch City Council notified changes to its District Plan in March 2023. Selwyn and Waimakariri District Councils have incorporated changes into their district plan reviews as variations, with decisions expected mid-2023 for Selwyn and the last quarter of 2024 for Waimakariri.
- Selwyn and Waimakariri District Councils are reviewing their district plans. For Selwyn, hearings are underway with decisions expected mid-2023. For Waimakariri, hearings will run from May 2023 to May 2024 with decisions expected late-2024.
- Canterbury Regional Council is reviewing the regional planning framework for Canterbury. A new Regional Policy Statement is expected to be notified at the end of 2024. This process seeks to align the regional planning framework with national direction such as the National Policy Statement for Freshwater Management 2020, including Te Mana o te Wai. It also includes a review of the noise contours relating to Christchurch International Airport, mapping of highly productive land, and development of significance criteria for new greenfield areas. This review will also continue to consider, and direct, how to manage urban growth in balance with activities that occur in the rural environment.
- The Christchurch City Council is undertaking a Coastal Hazards Adaptation Framework with its coastal communities to create adaptive pathways to respond to coastal hazard risks. It is anticipated that this work will inform future changes to the District Plan. The Selwyn and Waimakariri District Councils are currently in the early phase of their coastal hazard adaptation work. All three councils, along with Environment Canterbury, other territorial authorities in Waitaha Canterbury and papatipu rūnanga, have been involved in the Canterbury Climate Risk Assessment published in early 2022 through the

Canterbury Mayoral Forum. It is also anticipated that a signalled new law ‘the Climate Adaptation Act’ will assist in responding to complex legal and technical issues associated with coastal hazard risks if and when it is enacted by the Government.

Mahaanui Iwi Management Plan

The Mahaanui Iwi Management Plan is an expression of kaitiakitanga and rangatiratanga from the six Papatipu Rūnanga with mana whenua rights over the lands and waters within the takiwā from the Hurunui River to the Hakatere River, and inland to Kā Tiritiri o Te Moana – an area that encompasses Greater Christchurch. It is first and foremost a planning document intended to assist Papatipu Rūnanga participate in all aspects of natural and environmental management. It provides a comprehensive suite of objectives and policies that identify values, priorities and processes that should be followed in the restoration and protection of the natural environment, as well as the planning and development of urban areas. It has been a key background document to inform the development of the Spatial Plan.

Looking to the future

Greater Christchurch is well placed for much greater population and economic growth.

The latest projections from Stats NZ indicate Greater Christchurch's population could grow from a population of approximately half a million to around 700,000 by 2051.

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

This growing population will become more ethnically diverse, with people identifying as Māori, Pacifica and Asian forming a larger share of the young people and working-age population. As the population ages and becomes more diverse, it's critical that a range of housing types and models of community living are provided so people can stay in their communities through different stages of their lives, and live with their whānau and friends.

Recent investments in infrastructure, buildings, assets and communities provides the opportunity to attract more people, business and investment to the city region. This is critical to the future of Christchurch's Central City, which remains economically vulnerable. About 40,000 people now work in the Central City, which is below pre-earthquake levels and is particularly low compared with the 115,000 people working in the central business districts of Auckland and Wellington.

Moving to a net zero emissions future, along with building the capacity of communities and ecosystems to adapt to the impacts of climate change, will be major challenges over the coming decades.

Mana whenua priorities and expectations

The Spatial Plan needs to reflect the values of mana whenua and give effect to their priorities and expectations. In summary, these expectations are that the Spatial Plan:

- Supports kāinga nohoanga on Māori Land, supported by infrastructure and improved accessibility
- Supports kāinga nohoanga within urban areas
- Protects Wāhi Tapu, Wāhi Taonga and Ngā Wai.

For mana whenua's priorities regarding the environment, refer to *Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people.*

The spatial strategy

Greater Christchurch has grown and changed throughout its history, and will continue to do so into the future. It is essential that the city region develops in a way that provides the best economic, social, cultural and environmental outcomes for its people and places, both for present generations and those still to come.

Six opportunities have been identified for how the Spatial Plan can help close the gap between the current and desired future states for Greater Christchurch, together with a number of directions that will guide the work of the partnership and individual partners to address these opportunities. Two overarching directions particularly shape the desired pattern of growth.

Five key moves have also been identified that will be fundamental to realising the transformational shifts required to achieve the desired future and support inter-generational wellbeing.

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

Opportunities	<p>#1</p> <p>Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places</p>	<p>#2</p> <p>Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change</p>	<p>#3</p> <p>Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people</p>	<p>#4</p> <p>Enable diverse, quality, and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs</p>	<p>#5</p> <p>Provide space for businesses and the economy to prosper in a low carbon future</p>	<p>#6</p> <p>Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</p>
Overarching Directions	<p>Focus growth through targeted intensification in urban and town centres and along public transport corridors</p> <p>Enable the prosperous development of kāinga nohoanga on Māori Land and within urban areas</p>					
Directions	<p>1.1 Protect Wāhi Tapu from urban development</p> <p>1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai</p> <p>1.3 Protect, recognise, and restore historic heritage</p>	<p>2.1 Focus and incentivise growth in areas free from significant risks from natural hazards</p> <p>2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards</p>	<p>3.1 Protect areas with significant natural values</p> <p>3.2 Prioritise the health and wellbeing of water bodies</p> <p>3.3 Enhance and expand the network of green spaces</p> <p>3.4 Protect highly productive land for food production</p> <p>3.5 Explore the opportunity of a green belt around urban areas</p>	<p>4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas</p> <p>4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand</p> <p>4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth</p> <p>4.4 Provide housing choice and affordability</p> <p>4.5 Deliver thriving neighbourhoods with quality developments, quality housing and supporting infrastructure</p>	<p>5.1 At least sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network</p> <p>5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services</p> <p>5.3 Provision of strategic infrastructure that is resilient, efficient, integrated and meets the needs of a modern society and economy</p> <p>5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy</p> <p>5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.</p>	<p>6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micro mobility</p> <p>6.2 Significantly improve public transport connections between key centres</p> <p>6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga</p> <p>6.4 Develop innovative measures to encourage people to change their travel behaviours</p> <p>6.5 Maintain and protect connected freight network</p>
	<p>Note: The numbering of Opportunities and Directions does not indicate a hierarchy between these and is used only to assist with navigation of this plan.</p>					

Key moves

The prosperous development of
kāinga nohoanga

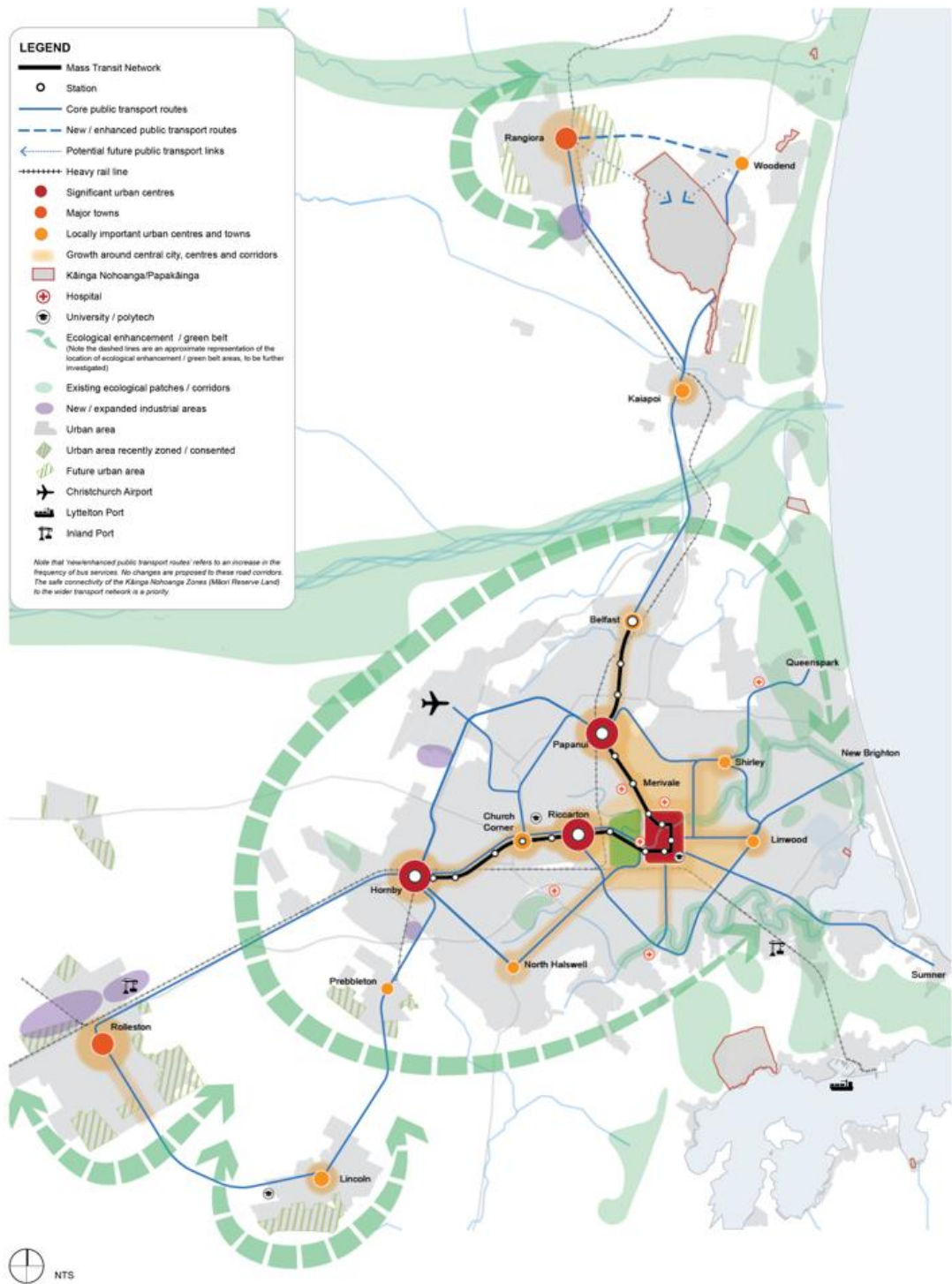
A strengthened network of urban
and town centres

A mass rapid transit system

A collective focus on unlocking the
potential of Priority Areas

An enhanced and expanded blue-
green network

Map 2: The Greater Christchurch spatial strategy (1 million people)



Overarching directions

Focus growth through targeted intensification in urban and town centres and along public transport corridors

The desired pattern of growth in Greater Christchurch that best delivers on the six opportunities is to focus household and business growth through greater intensification in urban and town centres, and along public transport corridors. Concentrating growth in this way has many benefits:

- Reduces urban expansion over Wāhi Tapu and Wāhi Taonga.
- Provides opportunities to restore and enhance the natural environment.
- Has the least impact on highly productive soils and most likely to deliver positive outcomes for air quality and water use.
- Is more likely to achieve policy directives for integrated planning (land and water).
- Provides a better opportunity to mitigate risks associated with natural hazards.
- Provides the best opportunity to achieve higher density housing consistent with trends showing an increased demand for smaller homes.
- Provides the best accessibility and would support lower vehicle kilometres travelled and greenhouse gas emissions from transport.
- Provides the best opportunities for economic agglomeration and achieves more efficient and effective use of land and resources.
- Provides economies of scale to fund delivery.

Enable the prosperous development of kāinga nohoanga on Māori Land and within urban areas

The prosperous development of kāinga nohoanga is fundamental to the future of Greater Christchurch. The Spatial Plan sets out the commitment of partners to deliver on mana whenua's priorities and expectations in regard to kāinga nohoanga. This includes enabling the development of kāinga nohoanga on Māori Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas to enable mana whenua to provide for their customs and wellbeing. Prosperous kāinga nohoanga is essential to achieving well-functioning urban environments.

Key moves

The prosperous development of kāinga nohoanga

On Māori Reserve Land

In 1848, the Crown acquired some 20 million acres of land from Ngāi Tahu through the Canterbury Deed of Purchase. The terms agreed as part of the land purchase included the setting aside of kāinga nohoanga (translated as places of residence) as self-governing reserves.

With each reserve came the rights to mahinga kai; to develop land (including subdivision) and community facilities; to develop a sustainable and growing economic base to sustain future generations; and an enduring timeframe – meaning that the reserves would belong to the people and their descendants without impediment for all of the future.

Within Greater Christchurch, Māori Reserve Land is located at:

- MR875, Rāpaki (zoned Papakāinga/Kāinga Nohoanga)
- Tuahiwi MR873 (proposed to be zoned Special Purpose Kāinga Nohoanga)
- Kaiapoi Pā (proposed to be zoned Special Purpose Kāinga Nohoanga)
- Pūharakekehenui MR892 (zoned Rural)
- MR959 east side of Te Waihora (zoned Rural)

The Crown's agreement to the development and governance of the reserves has never been fulfilled.

Multiple statutes have removed these rights, including successive planning statutes from the Town and Country Planning Act 1953 to the Resource Management Act 1991. Through this legislation, Māori Reserves have been zoned as Rural – preventing subdivision, housing, social infrastructure, educational facilities and the development of prosperous economic activities. This has impacted the prosperity and wellbeing of mana whenua.

Since 2015, there have been changes made to the Christchurch District Plan and the Proposed Waimakariri and Selwyn District Plans to remove zoning impediments to the development of Māori Reserves. While these changes have gone some way to providing for development of Māori Land, further changes are needed to remove residual impediments.

Further, strategic planning has failed to recognise kāinga nohoanga as it does not fit the western paradigm of residential, commercial, industrial and rural activities. Accordingly, Māori Land has never been identified as a future or priority development area towards which investment should be directed.

The changes that have been made to district plans have not, in all cases, been supported with investment for infrastructure. This largely reflects that councils are geared towards the development of staged residential subdivisions, leaving tikanga and the inter-generational development of Māori Land and kāinga nohoanga to fall outside operational processes, and to later and unknown commitments and delivery.

In particular, infrastructure has become a significant barrier to the development of Māori Land within MR873 at Tuahiwi. It is also noted that MR892 and MR959 should be rezoned for Kāinga Nohoanga purposes.

Partnership and work between mana whenua and councils is needed to remove residual planning barriers to the development of Māori Land in the Papakāinga / Kāinga Nohoanga Zone in the Christchurch District Plan and the proposed Special Purpose (Kāinga Nohoanga) Zone in Waimakariri. Infrastructure is also required to service Māori Land within the full extents of the original Māori Reserves, with a specific focus on MR873 at Tuahiwi. This investment includes improved accessibility via public and active modes of transport.

Within urban areas

Many Māori live within Greater Christchurch’s urban area where housing is typically provided through general residential, medium and high density zoning – none of which contemplate or appropriately provide for kāinga nohoanga as a housing outcome. Consequently, the cultural needs of Māori have been overlooked.

The National Policy Statement on Urban Development requires that a well-functioning urban environment has, or enables, a variety of homes, and that this includes homes that enable Māori to express their cultural traditions and norms. Similarly, the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act allows amendments to district plans to enable papakāinga. This is not limited to specific geographic areas, such as Māori Reserves, or any particular urban zoning. This necessitates dispensing with those policies that previously limited cultural housing initiatives to Māori Reserves.

Partnership and work between mana whenua and councils is also needed to create a planning framework that will enable kāinga nohoanga within the urban areas of Greater Christchurch.

A strengthened network of urban and town centres

There is a network of urban and town centres across Greater Christchurch. They vary by the populations they serve, the range of activities and services they provide, and their level of accessibility by public transport.

Defining the role and function of these centres helps to plan their ongoing development as focal points for their communities, and in some cases, as the focus for significant growth in the future.

Centre	Purpose	Locations
Significant urban centres	Focusing employment and service functions in a small number of integrated, significant employment centres and major towns to improve the productivity and growth of economic activity, attract additional business investment, support a vibrant and viable Central City, and better leverage and integrate economic assets.	<ul style="list-style-type: none">Central City (primary centre)Riccarton corridorHornbyPapanui / Merivale corridorPapanui
Major towns		<ul style="list-style-type: none">RollestonRangiora
Locally important urban centres and towns	Supporting greater intensification of people, services and employment to provide better co-location of people with amenities and employment, and provide better connections through public and active modes of transport.	<ul style="list-style-type: none">ShirleyLinwoodNorth HalswellBelfast / NorthwoodLincolnPrebbletonKaiapoiRavenswood / Pegasus / WoodendKey towns outside Greater Christchurch (including Darfield, Leeston, Oxford)Corridors around other high-frequency public transport routes
Key business areas	Providing space for industrial activity and employment primarily; with freight accessibility, as well as accessibility for workers via public and active modes of transport, being important.	<ul style="list-style-type: none">Christchurch Airport / RussleySouth of the Central CitySouthern industrial spine (including iZone)Port of LytteltonOther business areas

The significant urban centres in Christchurch, and the major towns in Selwyn and Waimakariri, will have an important role to play in accommodating higher levels of growth in the future.

Central City	<p>The Central City will remain the primary centre for Greater Christchurch.</p> <p>The Central City is currently underperforming economically, which undermines its vibrancy and long term viability; limits economic concentration; and reduces the attractiveness of Greater Christchurch to business, tourism and talent. The opportunity is to strengthen the form and function of the Central City by:</p> <ul style="list-style-type: none"> • Maintaining and supporting its primacy as the main leisure, tourism, economic and transport hub of Greater Christchurch • Incentivising, enabling and supporting it as a focal point for: <ul style="list-style-type: none"> ○ Business attraction, with significant increases in employment density, high-rise commercial developments, flagship retail, head offices and knowledge intensive services ○ Redevelopment for the highest residential densities (ranging from 100 to 200 households per hectare), including multi-storey townhouses, apartments and mixed-use developments • Transitioning the south and south-east general business and industrial areas to comprehensive higher density residential and mixed-use developments.
Riccarton corridor Hagley Park to Upper Riccarton	<p>The opportunity is to develop the currently retail orientated areas of the Riccarton corridor for commercial development and business investment. There is the opportunity to extend knowledge-intensive services, high value jobs and innovative activity from the Central City, linking with the University of Canterbury, along the corridor; supported by high frequency public transport, and over time, mass rapid transit.</p> <p>There is also the opportunity to incentivise and provide for multi-storey townhouses and apartments, achieving average density yields ranging between 70 and 150 households per hectare.</p>
Papanui / Merivale corridor Central City to Papanui	<p>The opportunity is to build on the existing strong retail, hospital / health sector and tourism accommodation provision to provide an intensified corridor connecting through Merivale to the Central City; noting that the Papanui / Merivale corridor is primarily focused on residential (50 to 100 households per hectare), with limited commercial. There is the opportunity to leverage this potential mass rapid transit route.</p>
Papanui	<p>The opportunity is to build on this existing retail and service centre for north Christchurch to provide higher density residential (70 to 100 households per hectare), and address poor quality urban form through regeneration and significant brownfield redevelopment opportunities. The opportunity is to provide a stronger, higher quality northern service centre in Papanui, with high density housing linked by high frequency public transport.</p>
Hornby	<p>The opportunity is to transition the current poor quality urban form of Hornby, which has a wide mix of business and industrial activities, low density and poor quality residential, and low tree cover, into the second sub-regional service centre after the Central City.</p> <p>Hornby is strategically positioned in relation to Christchurch Airport and the western areas of Greater Christchurch. There is the opportunity for regeneration and significant brownfield redevelopment to enhance its urban form, support community integration, and</p>

	provide a stronger and more integrated centre core with the transition of surrounding areas from industrial to high density residential (50 to 100 households per hectare).
Rangiora	<p>Rangiora is a key service and employment centre for surrounding areas; providing a mature and comprehensive offering of employment, retail and community facilities. Its residential stock is lower density.</p> <p>The opportunity is to intensify (residential and commercial) around Rangiora’s town centre, while retaining its character.</p>
Rolleston	<p>Rolleston is a strong residential growth node with high quality infrastructure and a developing town centre providing retail and hospitality. The township is located beside iZone (an inland port and logistics hub). However, employment (commercial and industrial) is still low relative to the size of the population, with most people commuting to Christchurch for employment.</p> <p>In the short term, the opportunity is to build Rolleston’s commercial centre, with higher density residential commensurate with its population.</p>

A mass rapid transit system

A strengthened urban and town centres network in Greater Christchurch will need to have strong connections between centres. This will require more realistic and viable alternatives to private car use.

Mass rapid transit will not only be a transport enhancement to Greater Christchurch's infrastructure, but also a 'city shaping' initiative that is fundamental to the shift in urban form required to help achieve a net zero emissions future.

What is mass rapid transit?

Mass rapid transit is a high frequency and capacity public transport service that runs on a dedicated transport corridor, using modern high quality vehicles. These corridors prioritise public transport, as well as people on foot and bike. Mass rapid transit would be a core component of the public transport network, supported by bus services. It would be a step up from current public transport services in Greater Christchurch.

Key to the success of mass rapid transit in Greater Christchurch:

- **Reliability:** Mass rapid transit vehicles are separated from cars and given priority at intersections, which allows for public transport to be consistently on-time.
- **Speed:** Mass rapid transit travel times are similar if not faster than travelling by car.
- **Frequency:** By operating more regularly, mass rapid transit reduces wait times – 5 minutes or less on average.
- **Capacity:** Mass rapid transit vehicles are high capacity and able to move lots of people.

It is also being mentioned as 'turn-up-and-go' public transport services.

The preferred route

The preferred route for mass rapid transit connects Christchurch's Central City with the key centres of Riccarton, Papanui, Hornby and Belfast (*see Map 3*). The route runs along Papanui Road and Main North Road to the north; Riccarton Road and Main South Road to the west; and along Tuam Street, Manchester Street and Victoria Street in the Central City.

The route provides several benefits:

- A significant proportion of Greater Christchurch's growth over the next 30 years will be focused along these corridors, so development is happening in the right locations.
- It encourages investment in higher density developments and mixed-use areas.
- It provides improved accessibility to key employment areas.

Connections between the districts and the Central City will be provided using direct bus services, including:

- Better intra-district public transport connections
- Direct bus services from the districts to the Central City, principally using the motorway corridors
- Direct connections to the mass rapid transit system
- 'Enhanced' park-and-rides.

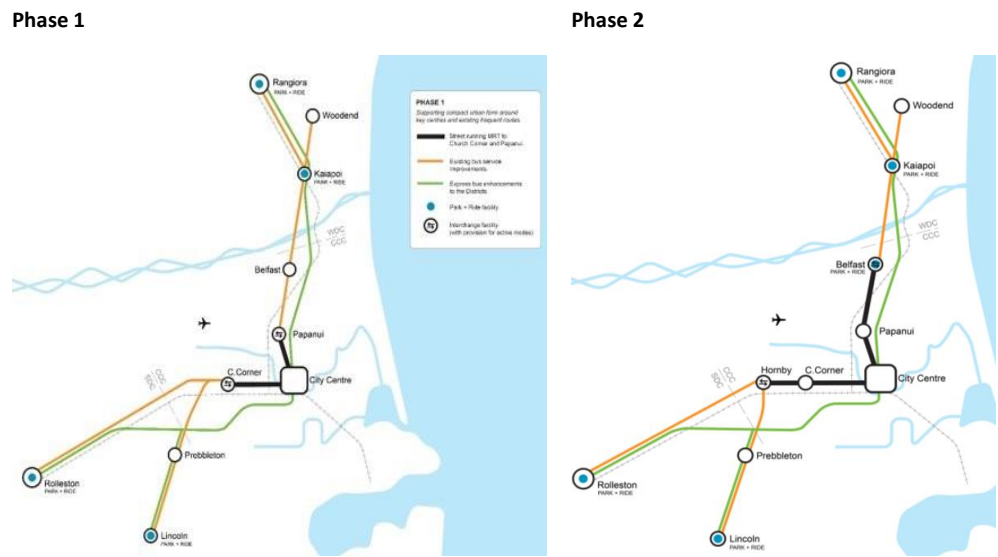
Phasing

The preferred route would likely be constructed in two phases to align with population growth and demand.

Phase one would focus on Christchurch’s inner core between Church Corner and Papanui to support intensification around highly accessible centres.

Phase two would extend the route to interchanges in Belfast and Hornby.

Map 3: Preferred mass rapid transit route – Phase 1 and 2



Modes

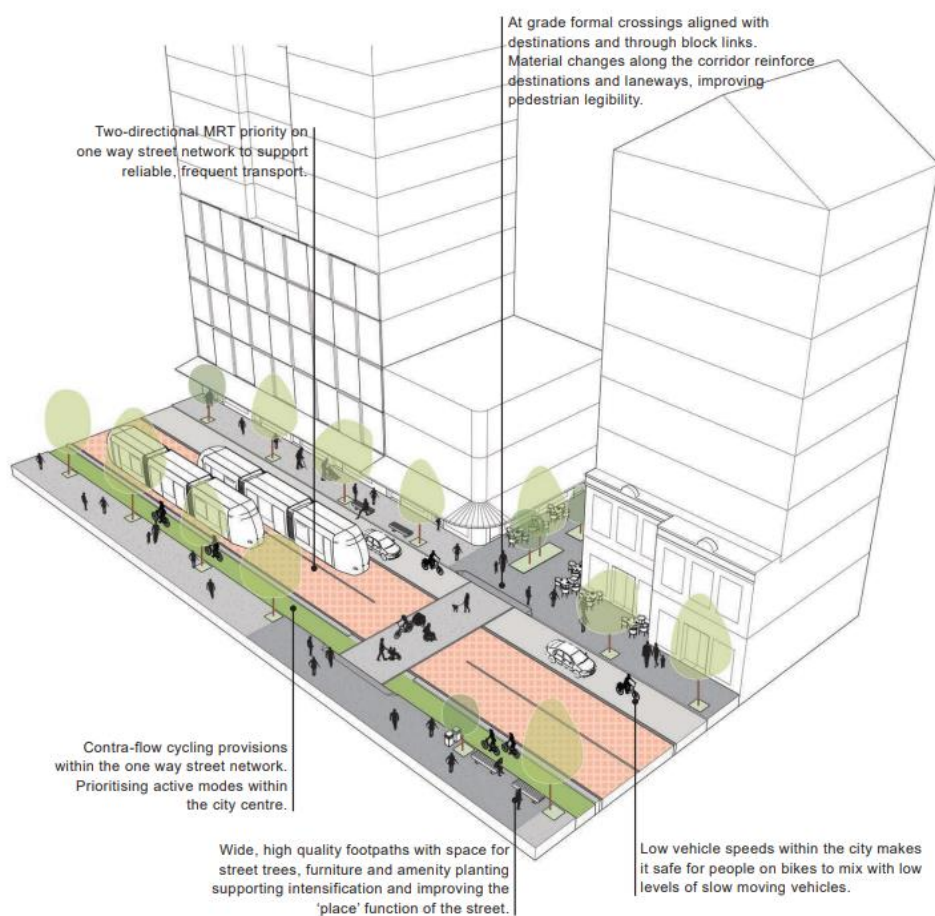
The preferred mass rapid transit route considers either a Light Rail service or a Metro bus service, as both modes have their own package of benefits and constraints. Further investigations will be undertaken in due course with respect to its adaptation to future growth, on its construction, operations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

Urban Design of the route and centres

The introduction of mass rapid transit would require some changes to the neighbourhoods located along the preferred route to maximise the benefits of mass rapid transit. These changes would activate streets around stations and better connect people to where they want to go. This includes prioritising walking and other modes of active transport, and improving their look and feel so they are attractive and safe.

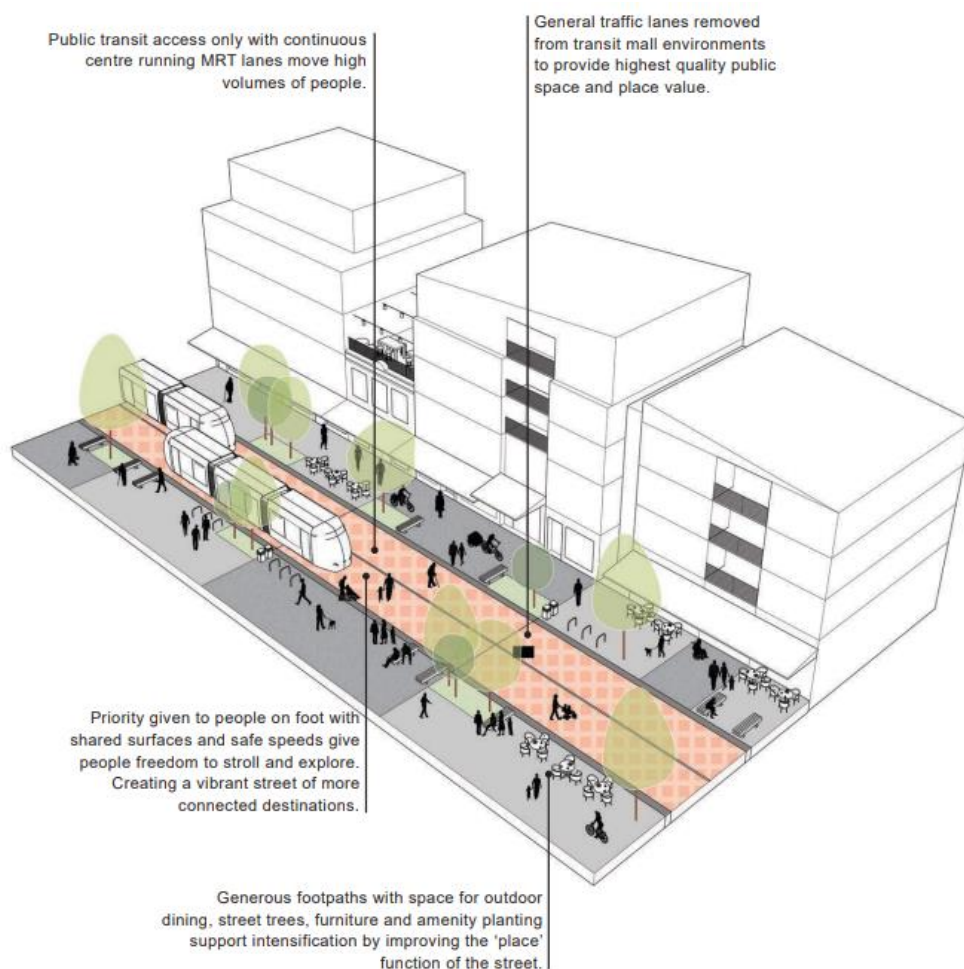
Wider streets along parts of the route would provide opportunities for green spaces, dedicated lanes for active travel and more generous footpaths.

Figure 6: Mass rapid transit neighbourhood urban realm concept



In other cases, the narrower road corridor makes it challenging to provide dedicated space for all users. Mass rapid transit would take up a large share of the road width, limiting the remaining space for other modes of transport. De-prioritising through-traffic within the corridor may be required in some instances, along with the introduction of transit malls, purchasing of land, compromising on the dedicated priority of mass rapid transit and grade separation of mass rapid transit from other vehicles.

Figure 7: Mass rapid transit mall urban realm concept



The success of a mass rapid transit system relies on a substantial shift in the urban form and in the way people travel, to be supported by a wide range of transport interventions as described in *Opportunity 6: Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.*

A collective focus on unlocking the potential of Priority Areas

What are Priority Areas?

Priority Areas are a key tool from the Urban Growth Agenda. They provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment.

Typically, a Priority Area:

- Offers the opportunity for accelerated and/or significant development
- Is complex, in that achieving successful development at the required pace and scale requires a partnership approach
- Are in key locations where successful development gives effect to a spatial plan.

Priority Areas arising from Te Tiriti Partnership

The Priority Areas for Greater Christchurch include areas arising from Te Tiriti Partnership. This recognises that supporting the prosperous development of kāinga nohoanga on Māori Reserves and within urban areas is a priority to be progressed on the basis of Te Tiriti o Waitangi relationships, and as part of partners giving effect to mana whenua's priorities and expectations.

Mana whenua have provided clear expectations for kāinga nohoanga within the original extents of Māori Reserves and within the urban areas of Greater Christchurch. Further work is required in partnership with mana whenua to identify how this priority can be advanced. The advice received to date is that:

- Development of Māori Land for housing, employment and community facilities is to be determined by mana whenua, and enabled and supported by investments in infrastructure by partners in agreement with mana whenua
- The Kāinga Nohoanga Strategy will provide the guidance for implementation of kāinga nohoanga on Māori Land
- Development of housing, employment and community facilities through kāinga nohoanga within urban areas is also a priority for mana whenua
- The Kāinga Nohoanga Strategy will provide direction to partners on how to support and enable kāinga nohoanga within urban areas.

The benefit of including kāinga nohoanga on Māori Reserves and within urban areas alongside other Priority Areas for Greater Christchurch is that they will be recognised as a joint Crown, local government and mana whenua Priority Area within the context of the Urban Growth Partnership framework.

Priority Development Areas

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

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

Priority Regeneration Area

Eastern Christchurch has been identified as a Priority Regeneration Area. This is to recognise the need for a partnership approach to:

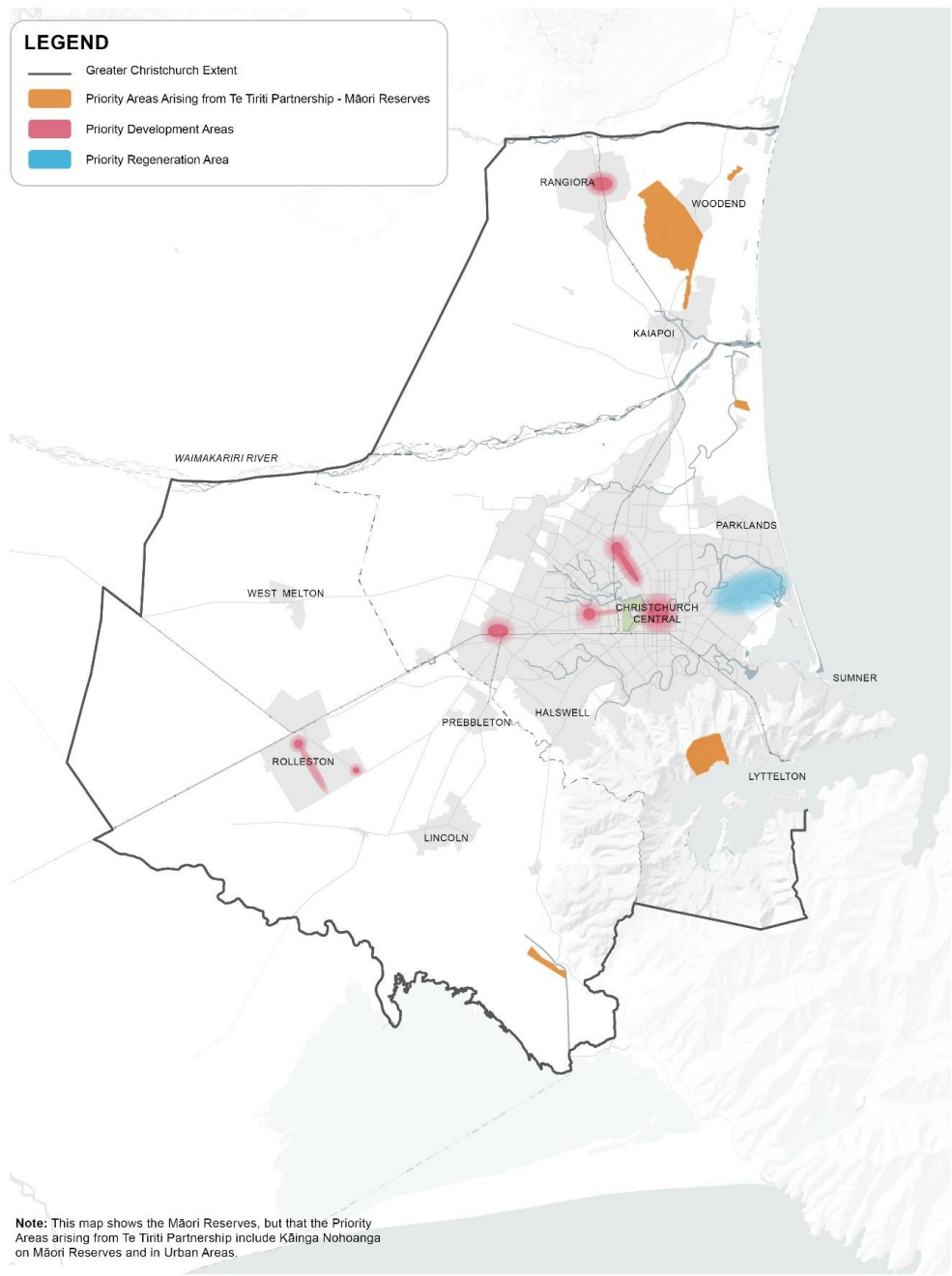
- maximise opportunities for regeneration of housing and business areas in appropriate locations;
- improve accessibility to this area, including its significant recreational assets; and
- support this area to adapt to the impacts of climate change and to strengthen resilience.

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

Table 1: Priority Areas for Greater Christchurch

Priority Areas arising from Te Tiriti Partnership	Priority Development Areas		Priority Regeneration_Area
Kāinga nohoanga on Māori Reserves and within urban areas	Rangiora Town Centre and surrounds		Eastern Christchurch area
	Mass rapid transit phase one corridor	Papanui	
		Central City	
		Riccarton	
	Hornby		
	Rolleston Town Centre and surrounds		

Map 4: Priority Areas for Greater Christchurch



An enhanced and expanded blue-green network

What is a blue-green network?

A blue-green network provides an integrated, whole-of-system approach to the natural environment, the built environment and the interactions of people with these environments. It is a series of spaces and corridors that follow and connect water bodies, parks, green areas and the coast.

The blue elements of the network include rivers, streams, storm water drains and basins, wetlands, freshwater, and coastal water; while the green elements include trees, parks, forests, reserves and greenways.

Principles

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

- **Healthy waterbodies:** Valuing, respecting, and prioritising the health and wellbeing of waterbodies, recognising the vital importance of water.
- **Integration:** Combining green infrastructure with urban development and transport networks.
- **Connectivity:** Using a combination of green infrastructure, ecological restoration and urban design to connect people and communities with nature, and create linkages for flora and fauna.
- **Multi-functionality:** Delivering multiple ecosystem services simultaneously – restoring and enriching habitats for indigenous biodiversity, strengthening resilience to climate change, improving air quality, and increasing community access to recreational opportunities.
- **Regenerative:** Applying a holistic, whole-of-system approach that utilises development as an opportunity to replenish and restore natural processes, respond to climate change, and build community health and resilience.
- **Identity:** Recognising the unique identity of different areas and enhancing local features to create a sense of place.

Integration of principles

The blue-green network principles provide a framework to guide the further work required to achieve the objectives of regenerating the natural environment and strengthening climate resilience.

These principles will be embedded into the work of the partnership and individual partners through:

- The planning and design of the Priority Areas in Greater Christchurch
- The review of councils' planning documents and strategies
- Identifying the best mix of legislative, regulatory, financial and market-based incentives to complement the application of planning provisions
- Supporting the development of local area plans, urban greening strategies and forest plans, new guidelines and regulations that support urban greening and increased tree canopy cover, and exemplar or demonstration projects.

Greater Christchurch blue-green network strategy

The partnership will develop an integrated blue-green network strategy that will:

- Provide a coordinated approach to delivering an enhanced and expanded blue-green network, reflecting the blue-green network principles and the directions outlined under *Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people*
- Spatially identify where priority improvements are required
- Include a blue-green network programme to deliver the strategy's outcomes, including project prioritisation and phasing, and funding mechanisms
- Identify associated planning protection mechanisms to facilitate implementation.

As part of developing the strategy, partners will further investigate a sub-regional green belt concept. Subject to the outcome of this work, a green belt plan could form part of the strategy or be a standalone document.

Figure 8: Green belt concept

Greenbelt Concept

The concept of a greenbelt is to provide areas of land set aside for a range of different activities that have multiple benefits. It is an area where there is a dominance of open space for nature, rural production, and recreation. A greenbelt can be used to provide a large, connected area of natural environment spaces and to limit urban expansion. The range of different land types and land uses is shown below and could be highly natural land such as an existing river or forest, through to a playground, outdoor education or campground.



Part 1 – Growth in appropriate places

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

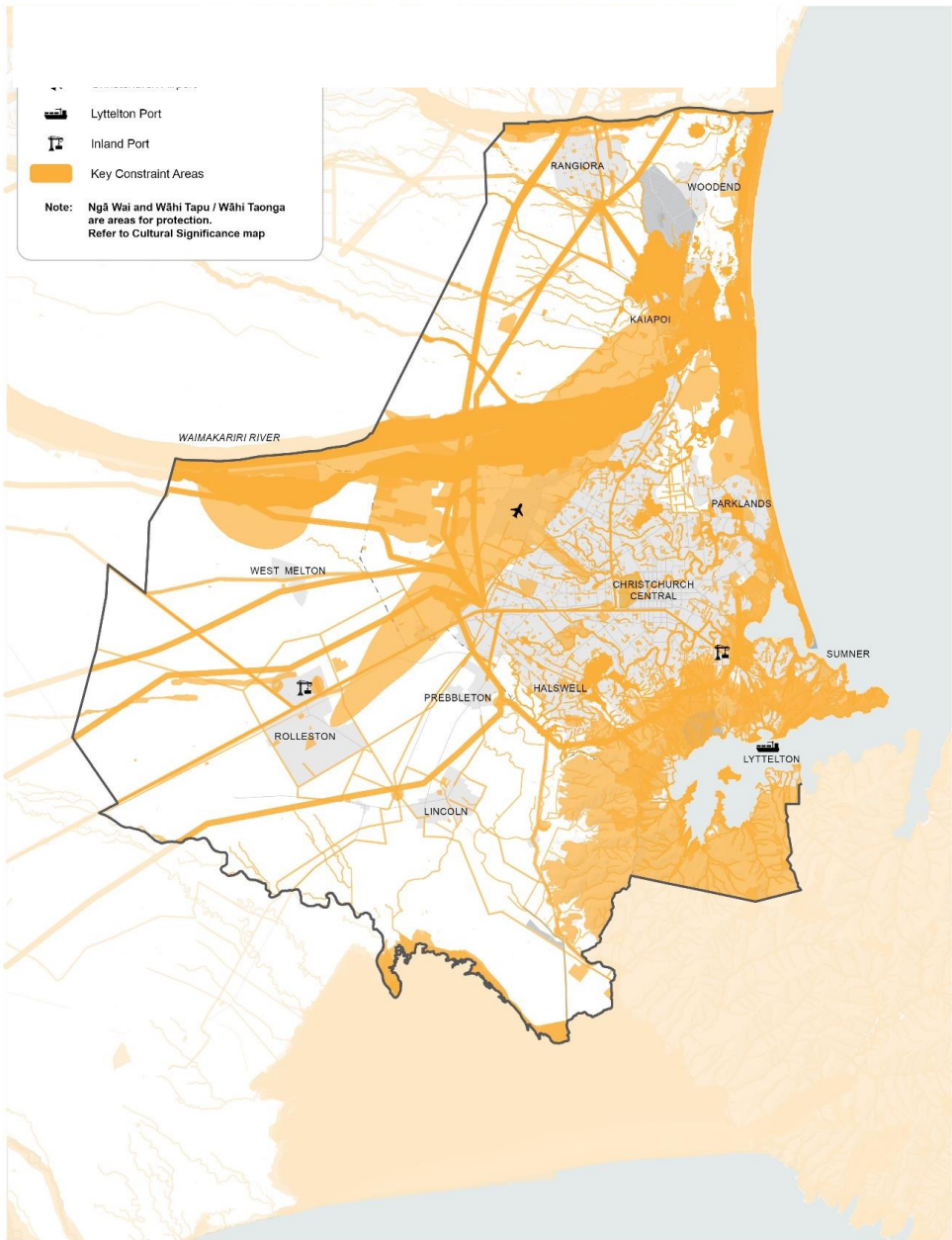
Areas to protect	Areas to avoid or mitigate
<ul style="list-style-type: none">Sites and areas of significance to MāoriEnvironmental areas and featuresGroundwater protection zoneHighly productive landStrategic infrastructure	<ul style="list-style-type: none">Areas vulnerable to a high risk of floodingAreas vulnerable to a medium or high risk of coastal inundation, coastal erosion and tsunami inundationAreas at risk from rockfall, cliff collapse, mass movement and fault lines

The methodology and reasoning for identifying the areas to protect and avoid, or potentially mitigate, is set out in the *Areas to Protect and Avoid Background Report*. The sites and areas of significance to Māori have been identified by mana whenua for district plan processes. The sensitivity of these sites and areas to urban development is a matter for engagement with mana whenua – not as part of a technical assessment.

Layering all the areas to protect and avoid or mitigate on top of each other highlights the most constrained areas of Greater Christchurch for development (see Map 5). These areas include the eastern areas along the coastline, the Port Hills and Te Pātaka a Rākaihautū / Banks Peninsula, the areas to the north-west of Christchurch, and the areas surrounding Kaiapoi. These parts of the city region are affected by a variety of natural and man-made factors. The presence of Wāhi Tapu, Wāhi Taonga and Ngā Wai are also matters of further significance, where any urban encroachment will require engagement with and consideration by mana whenua.

It's important to note that the mapping in this section is based on the best available information from each council. It is acknowledged that for flood hazard areas, this map shows differing return periods as the basis for areas to avoid, or mitigate, based on the best available mapping information from each territorial authority. Where this map is used for the basis of assessment of specific locations of growth, the specific risk and mitigation framework applicable to the local authority area should be used.

Map 5: Key constraint areas



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

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

Context

- There are many sites and areas of significance to Māori in the Greater Christchurch area, reflecting the historic occupation and movement of Māori across the landscape for over a thousand years.
- Recognition of a cultural landscape is important to Ngāi Tahu identity, as it affirms connections to place and in some instances the opportunity for continuing cultural practices.
- Identifying cultural landscapes provides for the protection of Wāhi Tapu and Wāhi Taonga.
- There is the opportunity to integrate te ao Māori into planning and designing the built form of Greater Christchurch, and re-establishing a cultural presence.
- Both Māori and European cultural and historic heritage contribute to the identity of the Greater Christchurch area. It is important these values are recognised and protected through the Spatial Plan for the benefit of current and future generations.

Direction

- 1.1 Protect Wāhi Tapu from urban development
- 1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai
- 1.3 Protect, recognise, and restore historic heritage

Direction

1.1 Protect Wāhi Tapu from urban development

1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai

The Greater Christchurch area encompasses a number of sites and areas of significance to Māori (see Map 6). This includes those recognised as Wāhi Tapu, Wāhi Taonga, Ngā Tūranga Tūpuna and Ngā Wai.

The protection of sites and areas of significance to Māori for the benefit of current and future generations is essential to the cultural identity of Greater Christchurch, acknowledging that their protection is a matter for engagement with mana whenua. It is important that the relationship mana whenua has with these sites and areas is able to be maintained and enhanced, which means urban development must be in locations that do not impact on them.

Wāhi Tapu

Wāhi Tapu are sites and places that are culturally and spiritually significant to the history and identity of mana whenua. They include sites such as urupā, pā, maunga tapu, kāinga, tūranga waka and places where taonga have been found. The term is generally applied to places of particular significance due to an element of sacredness or some type of restriction as a result of a specific event or action. Wāhi Tapu sites are to be protected according to tikanga and kawa to ensure the sacred nature of those sites is respected.

Wāhi Taonga

Wāhi Taonga are treasured places that have high intrinsic value and are valued for their capacity to shape and sustain the quality of life, and provide for the needs of present and future generations. Access to these areas is important to Ngāi Tahu identity.

Ngā Tūranga Tūpuna

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

Ngā Wai

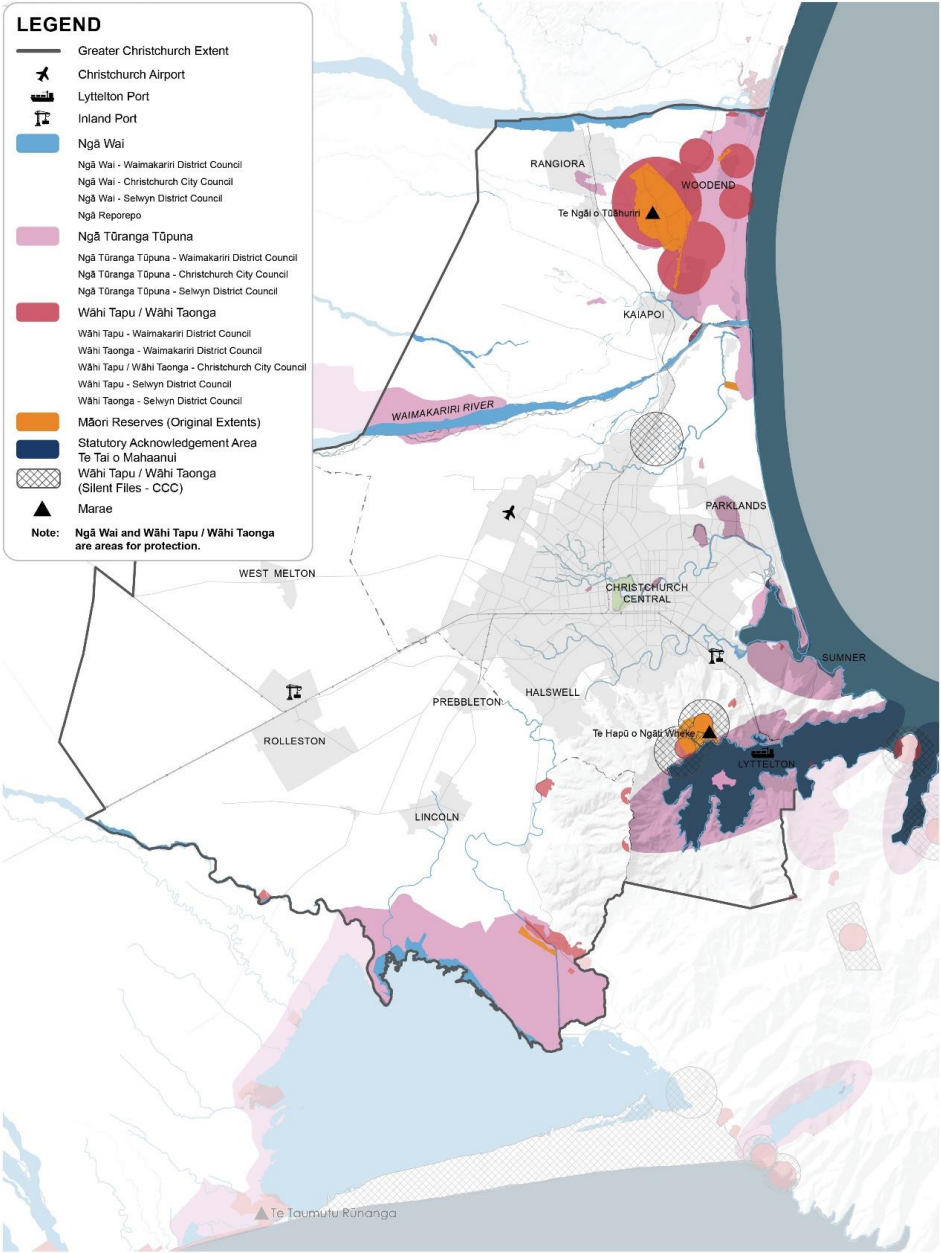
Ngā Wai encompasses water bodies and their margins, and include ngā awa (rivers), ngā roto (lakes), ngā hāpua (coastal lagoons), ngā repo (wetlands) and ngā puna (springs).

The entire coastline of Te Tai o Mahaanui is recognised as Ngā Wai. Te Ihutai / Avon-Heathcote Estuary, and the Ōtākaro / Avon, Ōpawaho / Heathcote and Pūharakekenui / Styx rivers, and a number of their tributary streams, in Christchurch City are identified as Ngā Wai. Throughout the Selwyn and Waimakariri districts, a variety of rivers are also identified as Ngā Wai, including the Waimakariri and some of its tributaries, the Waikirikiri / Selwyn and Hurutini / Halswell, along with Te Waihora / Lake Ellesmere.

1.3 Protect, recognise, and restore historic heritage

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

Map 6: Sites and areas of significance to Māori



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

There are some areas of Greater Christchurch that are subject to significant risks from natural hazards and the effects of climate change. The Spatial Plan ensures that future development is directed away from these areas, investment in infrastructure reduces exposure and the resilience of communities in these areas is increased by taking action.

Context

- Climate change is increasing the likelihood of more frequent and severe natural hazards, including storms, flooding, coastal inundation and erosion, land instability, heat waves, droughts, high winds, and fires; as well as slower onset effects such as sea level rise.
- Low-lying coastal areas are particularly exposed to natural hazards, such as flooding and tsunamis.
- Climate change is already impacting local ecosystems and communities, and is disproportionately affecting mana whenua and vulnerable communities.
- Essential infrastructure is at risk, with the potential for disruption to power, transport and water supply during an extreme natural hazard event. These impacts could have serious consequences for human health, livelihoods, assets and the liveability of places.
- The decisions made now on how urban areas will grow and change will influence the patterns of exposure and vulnerability to natural hazards in the future.
- Focusing growth away from hazardous locations, investing in infrastructure that reduces exposure and adapting urban areas by incorporating functional elements into the blue-green network can all help to reduce some of the risks.
- In a global context, greenhouse gas emissions on a per capita basis are extremely high in Greater Christchurch. An emissions inventory for Christchurch City for the 2018/19 financial year showed that more than half of its total emissions came from the transport sector. It is acknowledged that achieving a low carbon future for greater Christchurch will require the provision of reliable renewable energy.

Direction

- 2.1 Focus and incentivise growth in areas free from significant risks from natural hazards
- 2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards

Direction

2.1 Focus and incentivise growth in areas free from significant risks from natural hazards

A number of areas in Greater Christchurch are vulnerable to flooding, particularly in the low-lying eastern areas of Christchurch and areas surrounding Kaiapoi; while coastal areas are vulnerable to sea level rise, coastal inundation and erosion, and tsunamis (*see Map 7*).

Earthquakes are also a significant risk factor. The related risks of cliff collapse, rockfall and mass movement are constraints on development that particularly affect the hill suburbs of Christchurch.

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

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

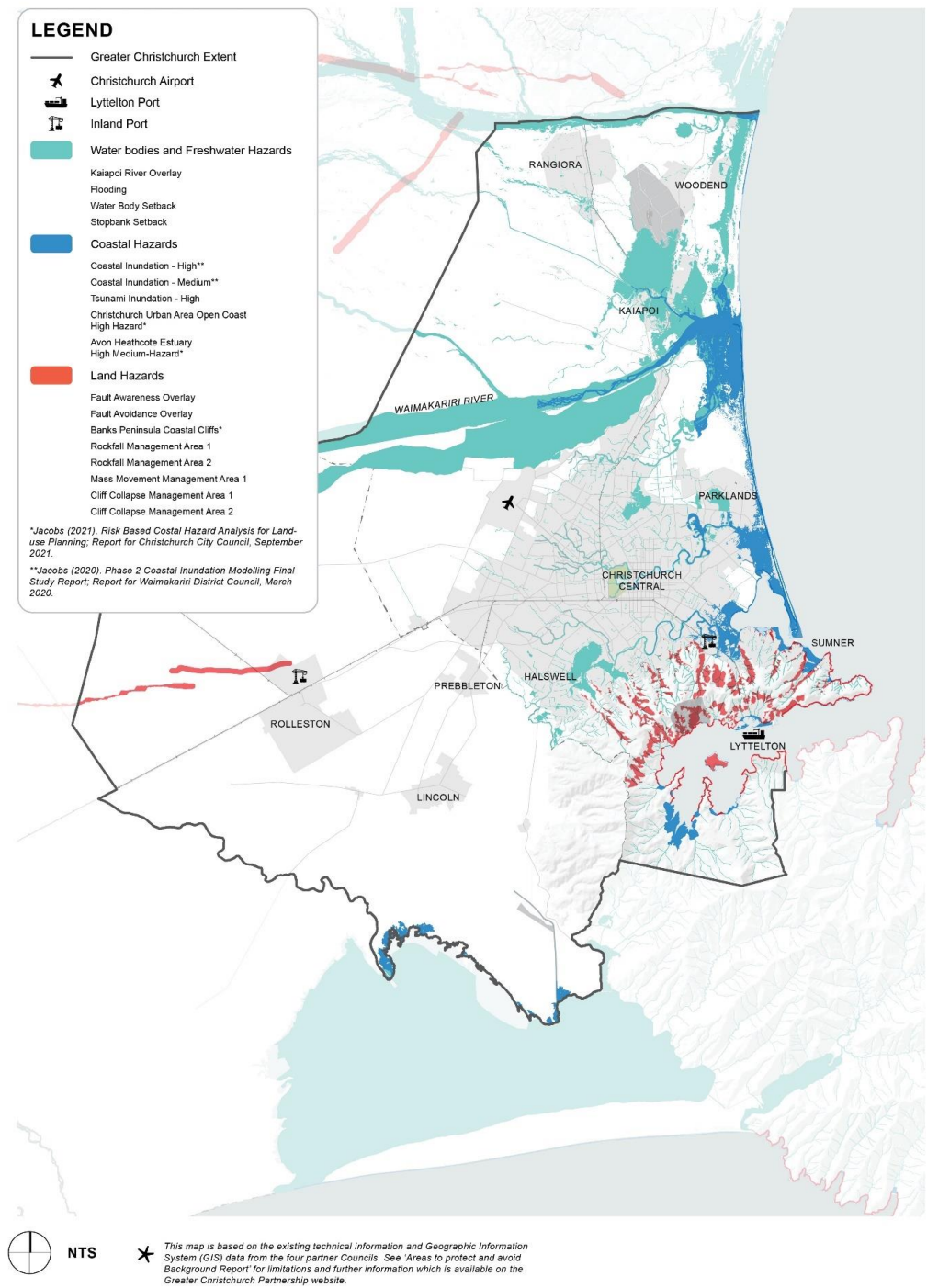
2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards

Climate resilience means reducing greenhouse gas emissions, responding to known risks from climate change, and enhancing the capacity of communities and ecosystems to recover and adapt to a changing environment.

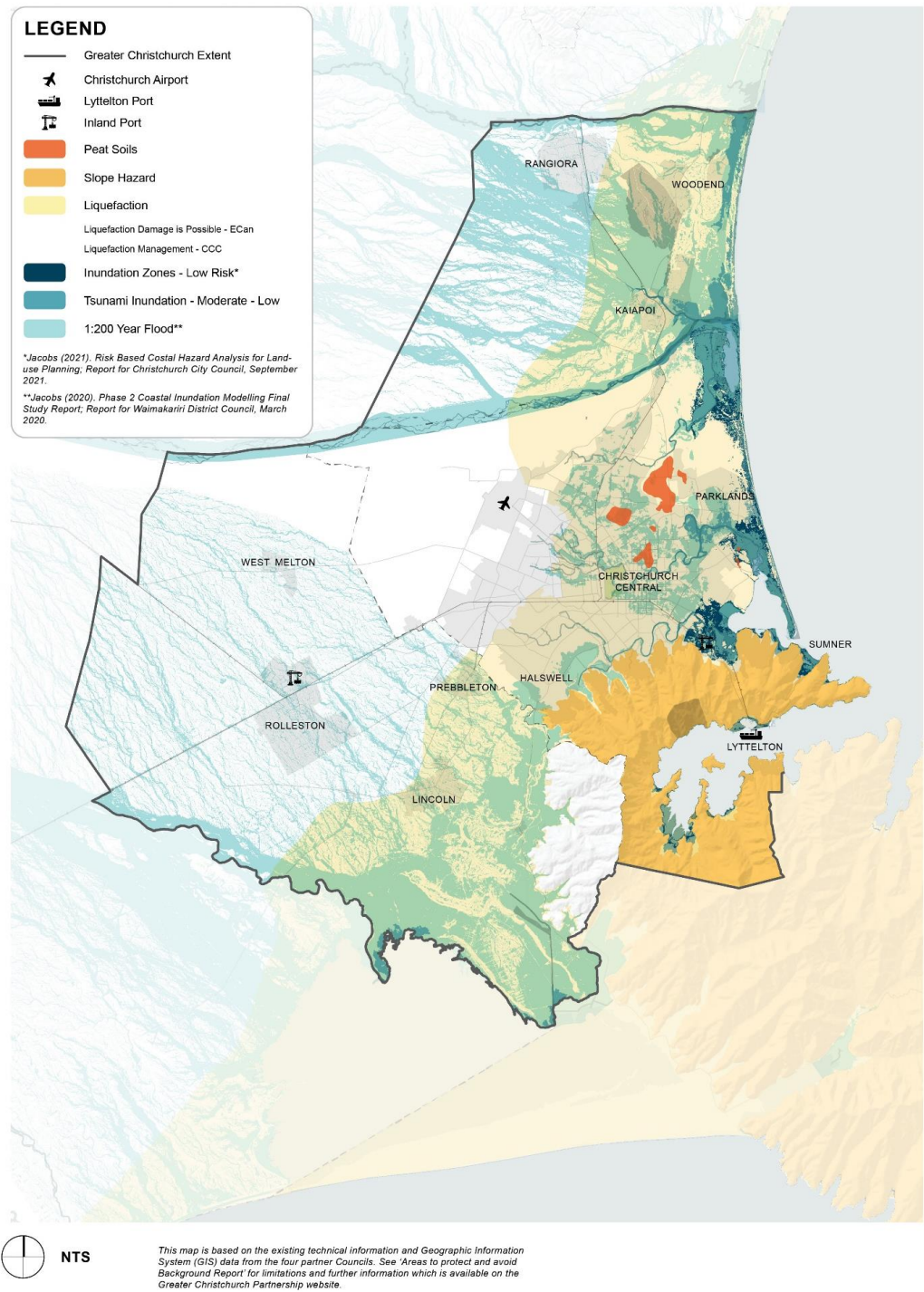
Key ways to build resilience to climate change and natural hazards in Greater Christchurch include:

- Reducing transport emissions by supporting more people to live, work, shop, recreate and socialise within close proximity, and to use public transport when they do need to travel, by focusing growth through targeted intensification around centres and along public transport corridors.
- Recognising interdependencies in the infrastructure sector, especially between telecommunications and electricity, and acknowledging the role they play in responding to, and recovering from, natural hazard events.
- Focusing growth away from areas likely to be more exposed to natural hazards that will be exacerbated by climate change, such as flooding and coastal erosion, while acknowledging that strategic infrastructure sometimes needs to operate in areas affected by natural hazards.
- Protecting and restoring the natural environment to support communities and ecosystems be more resilient to climate change and natural hazards. Opportunities for Greater Christchurch include promoting enhanced coastal and wetland reserves to reduce flood risk, establishing new green spaces to help absorb and treat rainwater, planting trees to shade and cool urban areas, and creating new or enhanced forested areas.

Map 7: Areas subject to natural hazard risks



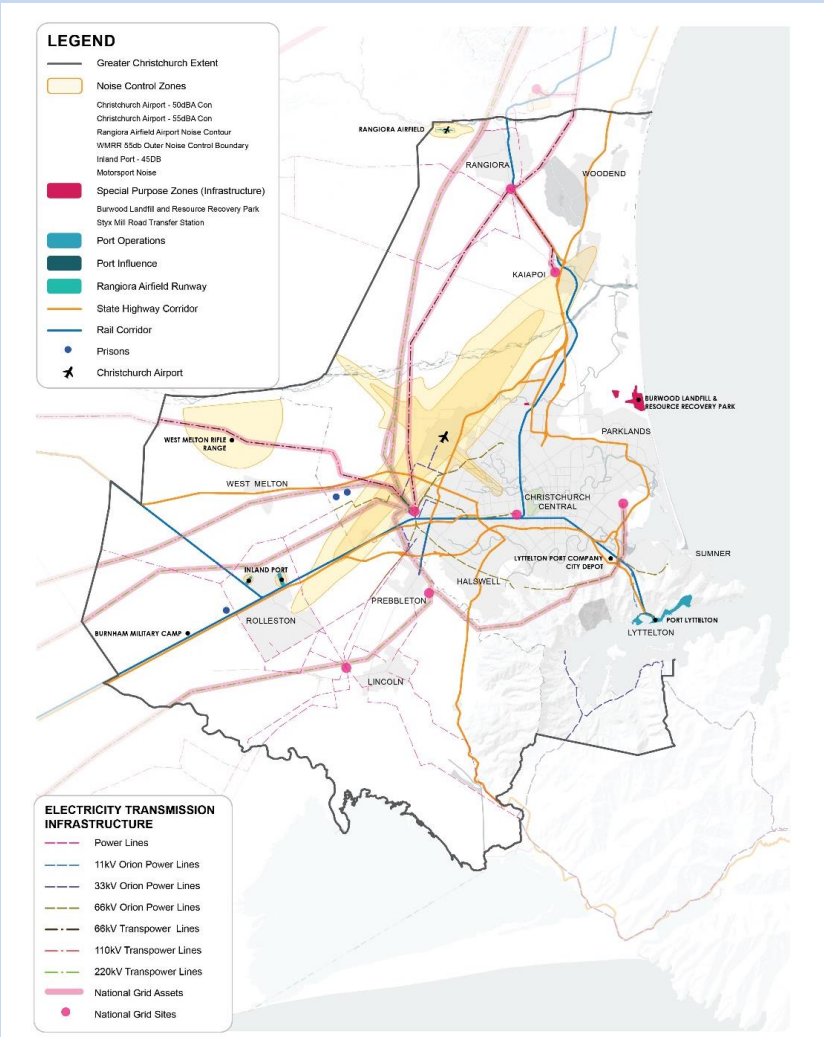
Map 8: Areas subject to moderate natural hazard risks



Protecting strategic infrastructure

Urban development should be carefully managed around strategic infrastructure to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of this infrastructure. Key strategic infrastructure in Greater Christchurch includes Christchurch Airport, the Port of Lyttelton, the inland ports at Rolleston and Woolston, state highway and rail corridors, the National Grid and the electricity transmission and distribution network (see Map 9).

Map 9: Key strategic infrastructure



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

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

A healthy natural environment is intrinsically linked with the wellbeing of people and places. The Spatial Plan recognises the importance of the natural environment as the foundation for the future of Greater Christchurch, particularly in the context of climate change and the urgent need to strengthen climate resilience. It commits to working with nature, not taking it over, when looking to the future.

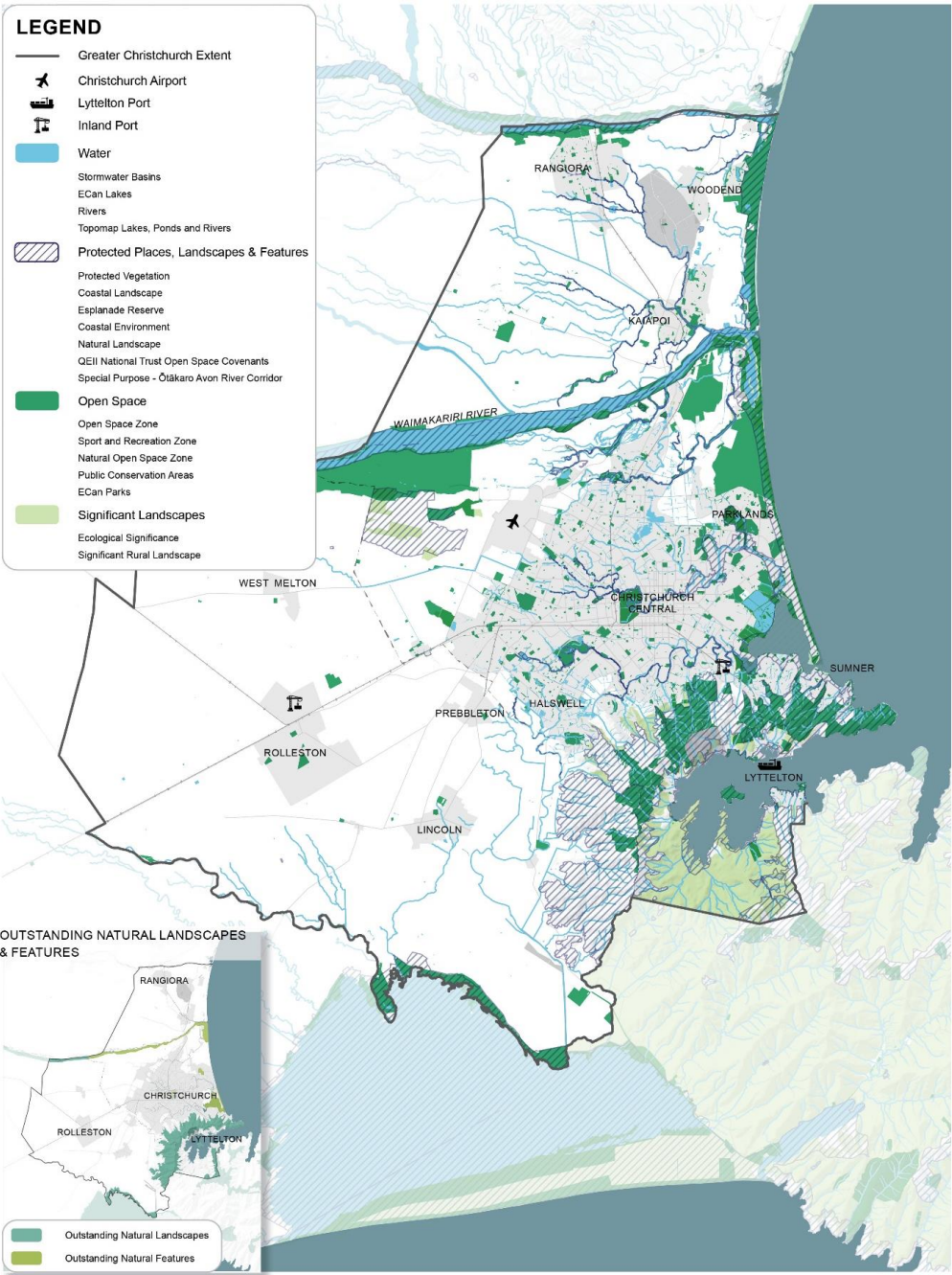
Context

- The state of water bodies continues to degrade, with most having water quality issues and being in a poor state of cultural health. Groundwater that supplies Greater Christchurch's drinking water is at risk from changes to land use, increasing demands for water and the effects of climate change.
- There is currently good access to green spaces, although further planning and investment into parks and open spaces will be needed as the population grows.
- The tree canopy has declined over time, which has reduced habitats for wildlife, the amenity of urban environments, community wellbeing and climate resilience.
- Reductions in the extent and quality of the environment have had a detrimental effect on mana whenua and their relationship with water and natural resources.
- Highly productive soils have been lost to urban development and land fragmentation.
- Air quality has improved overall over the last decade, albeit some areas and communities still experience poor air quality.
- Te ao Māori provides a holistic and integrated approach to using, managing and protecting natural resources by acknowledging the inter-connectedness of all elements of the natural and physical world.

Direction

- 3.1 Protect areas with significant natural values
- 3.2 Prioritise the health and wellbeing of water bodies
- 3.3 Enhance and expand the network of green spaces
- 3.4 Protect highly productive land for food production
- 3.5 Explore the opportunity of a green belt around urban areas

Map 10: Environmental areas and features



The Greater Christchurch area is defined by a unique network of water bodies, including braided rivers with alpine origins, and spring-fed rivers and streams that flow through the urban environment and estuaries before reaching the coast. Its key blue elements include the Waimakariri, Ōtākaro / Avon and Ōpāwaho / Heathcote rivers, and Te Ihutai / Avon-Heathcote Estuary. The north-eastern shores of Te Waihora / Lake Ellesmere are also within the defined area of Greater Christchurch.

Key green elements in the Greater Christchurch area include the Ashley Rakahuri Regional Park, Waimakariri River Regional Park, Waitākiri / Bottle Lake Forest Park, Tūhaitara Coastal Park, the coastal environment, the Port Hills, parts of Te Pātaka a Rākaihautū / Banks Peninsula, local parks and open spaces, and the larger green spaces found in Christchurch – namely Hagley Park and the Ōtākaro Avon River Corridor. The dry grasslands of the Canterbury Plains also connect the city region to the wider Waitaha / Canterbury region.

Direction

3.1 Protect areas with significant natural values

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

Greater Christchurch has many outstanding environmental areas, features and landscapes (*see Map 10*). Urban development must be focused away from areas with significant natural values and areas of cultural significance that include Wāhi Tapu and Wāhi Taonga. It is important that any possible encroachment of development on these areas is avoided, or involves early engagement and agreement with mana whenua.

3.2 Prioritise the health and wellbeing of water bodies

Water is a taonga that is culturally significant to Māori and essential to the wellbeing of all communities. Greater Christchurch has an integrated network of rivers, streams, springs, groundwater and aquifers, linked to estuaries and wetlands in the coastal environment. Restoring the health and wellbeing of water bodies, including wetlands, is a priority for the city region, and recognises Te Mana o te Wai - that protecting the health of freshwater protects the health and well-being of the wider environment, restoring and preserving the balance between the water, the wider environment, and the community.

Taking an integrated, catchment-based approach will support a higher quality water environment in Greater Christchurch. This also accords with and supports the Te Ao Māori principle of ki uta ki tai - which is concerned with the sustained integrity and functioning of all elements of the natural environment and their inter-connection, including with people. Examples of how this could be achieved include supporting waterway and wetland restoration and enhancement projects, setting extensive development setbacks from waterways, day-lighting urban waterways, and incorporating water sensitive urban design. Buffering water bodies with a riparian zone will also improve water quality and biodiversity, protect banks from erosion, alleviate the impacts of flooding, and support other amenity and recreational values.

The groundwater protection zone in Greater Christchurch must also be protected (*see Map 11*). This area covers the aquifers that provide the city region with its drinking water, which are vulnerable to contamination.

3.3 Enhance and expand the network of green spaces

Indigenous biodiversity is important to the environment, culture, society and economy of Greater Christchurch. For Māori, the connection with nature is one of whakapapa.

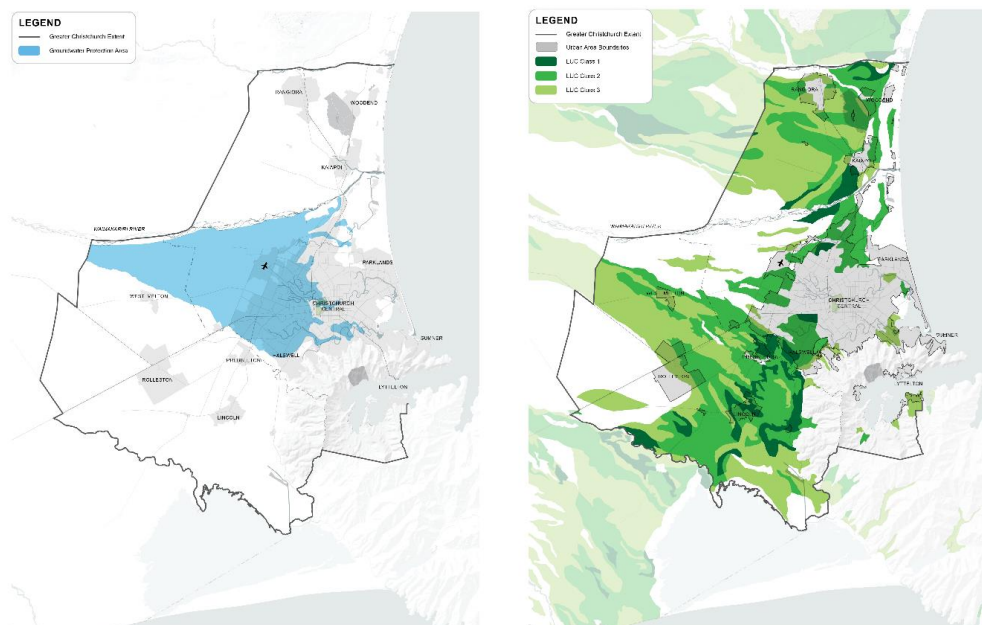
An enhanced and expanded network of green spaces will improve biodiversity, support access and connectivity, and promote active travel. The vision is that every centre and town is connected to another via a

green corridor. Opportunities to improve green connections include creating new green spaces; planting along waterways, streets and major transport routes; growing urban forests; and integrating public green spaces into major development projects. Creating stronger links to the Port Hills and Te Pātaka a Rākaihautū / Banks Peninsula is a particular opportunity to support increased biodiversity.

Improving the quality of the environment in existing and proposed higher density areas is critical. This can be achieved by designing and integrating vegetation (particularly trees) and indigenous biodiversity into these areas through enhanced streetscapes, parks and other public spaces, and with green spaces incorporated into private developments.

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

Map 11: Groundwater protection zone / Map 12: Land Use Capability Class 1-3 soils



3.4 Protect highly productive land for food production

Land that is particularly good for food production is a scarce and finite resource that has been lost as a result of urban expansion and land fragmentation. The highly productive soils found in parts of Greater Christchurch are a valuable resource (see Map 12).

The National Policy Statement for Highly Productive Land requires highly productive land to be protected from urban development, with some exceptions. Focusing urban development within the existing urban area – growing ‘up’ rather than ‘out’ – will help protect the best soils for agriculture. Where development does need to occur outside the existing urban area, this should avoid highly productive land where possible.

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

3.5 Explore the opportunity of a green belt around urban areas

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

The concept of a green belt in Greater Christchurch needs to be explored in more detail and this will be undertaken as part of the development of a blue-green network strategy. The ‘Ecological enhancement / green belt’ notations shown on Maps 2 and 14 are indicative of the location of ecological enhancement / greenbelt

areas, and their specific location is to be further investigated. The areas in between the approximate green belt locations and the current or future urban areas identified in these maps do not indicate further urban development is necessarily anticipated in these areas.

Part 2 – An urban form for people and business

Opportunity 4: Enable diverse, quality and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs

The homes and communities that people live in provide the foundations for their wellbeing. Greater Christchurch's population is growing and changing, which will impact how and where people live. The Spatial Plan focuses on providing greater housing choice to meet the diverse needs of the community, including the need for more affordable homes; as well as enabling more people to live in places that are well-connected to employment, education, social and cultural opportunities.

Context

- Greater Christchurch has maintained a good supply of housing that is relatively affordable for middle to high income households, especially compared to other parts of the country.
- Delivering enough affordable housing continues to be a significant challenge, with an estimated 35,000 households in Greater Christchurch defined as being under housing stress in 2021.
- The current mix of housing types will not be suitable to meet needs in the future, particularly with the increase in one-person households and need for more multi-generational housing.
- The prosperity and wellbeing of Māori have been impacted by legislation, planning provisions and urban development strategies that have failed to recognise and prioritise the development of Māori Reserves or recognise the housing needs of Māori within urban areas. Housing options that meet the needs of Māori whānau are very limited in Greater Christchurch's urban areas.
- The level of accessibility to employment, services, green spaces and public transport varies across different parts of Greater Christchurch.
- The National Policy Statement on Urban Development and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act have removed barriers to development to allow growth 'up' and 'out' in locations with good access to existing services, infrastructure and public transport.

Direction

- 4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas
- 4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand
- 4.3 Focus and incentivise intensification of housing to areas that support the desired pattern of growth
- 4.4 Provide housing choice and affordability
- 4.5 Deliver thriving neighbourhoods with quality developments, quality housing and supporting infrastructure

Direction

4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas

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

Many Māori live within Greater Christchurch's urban areas where existing zonings do not contemplate or appropriately provide for kāinga nohoanga as a housing outcome. Consequently, the cultural needs of Māori have been overlooked.

A particular issue in supporting kāinga nohoanga is to ensure that infrastructure is provided that meets the needs of mana whenua for future development of kāinga nohoanga on Māori Land, with a specific focus on MR873 at Tuahiwi. Whilst policy and plan changes have occurred to enable kāinga nohoanga, this has not been supported with investment in infrastructure.

Within urban areas, it is assumed that the development of kāinga nohoanga will be able to be accommodated within the capacity of existing infrastructure or planned infrastructure upgrades.

Development of kāinga nohoanga is to be supported by partners as part of the commitment to give effect to mana whenua expectations and priorities. This will require a partnership with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve Land and within urban areas to ensure that there is sufficient capacity in, and feasible access to, local networks to enable this.

Further work between mana whenua and councils is needed to remove residual barriers in the planning framework, including the rezoning of all Māori Reserves and partnership in the provision of infrastructure to enable the development of Kāinga Nohoanga on Māori Land and within urban areas.

Key commitments and actions required to deliver this direction

- Partner with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve Land to ensure that there is sufficient capacity in, and feasible access to, local networks, to enable this.
- Partners to invest and provide infrastructure to support the development of MR873 and ensure mana whenua are active partners in decision making for these investments.
- Support mana whenua with upgraded infrastructure where needed in urban areas to enable kāinga nohoanga.
- Ensure that any future urban form for Greater Christchurch does not preclude or prevent the growth and development of Māori Reserve Land as settlements to the fullest extent possible. This includes ensuring Māori Land is not used or taken for public infrastructure required to service development on adjoining or proximate land.
- Ensure policy does not impede the ability to establish urban kāinga nohoanga.
- Enable and support the implementation of the Kāinga Nohoanga Strategy, which will set the expectations and implementation requirements to enable and support kāinga nohoanga.

- Initiate a process to rezone MR892 and MR959.

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

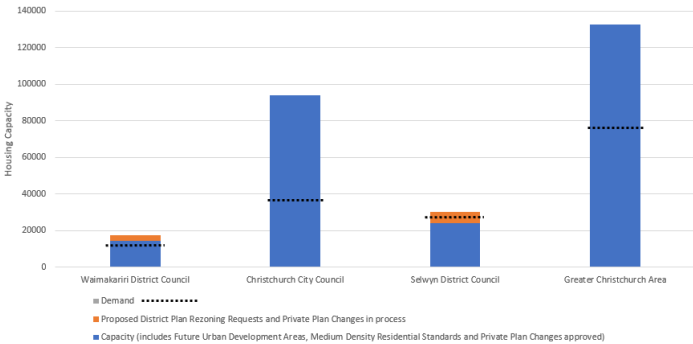
Meeting the projected demand for housing over the next 30 years is not a major issue for Greater Christchurch. This is particularly with additional greenfield areas being recently rezoned through private plan changes, and further intensification enabled across the city region as required by the National Policy Statement on Urban Development and Resource Management (Enabling Housing Supply and Other Matters) Amendment Act. In addition to these recent rezonings, greenfield areas are also being considered through rezoning submissions on the Selwyn and Waimakariri District Plan Review processes – the outcomes of which are yet to be determined.

Table 2: Sufficiency of housing development capacity to meet projected demand (2022 – 2052)

	Feasible capacity		Demand with margin		Surplus / Shortfall	
	Medium term (0 – 10 years)	Long term ¹ (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)
Waimakariri	5,950	14,450	5,600	13,250	+350	+1,200
Christchurch	94,000	94,000	14,150	37,500	+79,850	+56,500
Selwyn	11,550	24,100	10,000	27,350	+1,550	-3,250
Total	111,500	132,550	29,750	78,100	+81,750	+54,450

Based on the assumption that housing demand remains constant over time, a 60-year housing bottom line could translate into a requirement to accommodate an additional 160,000 households in Greater Christchurch – the equivalent to almost one million people living in the city region. This longer term growth could still be largely accommodated by the current housing development capacity in the city region as a whole as these figures also do not take account of the potential capacity from higher densities, which during the long term is likely to become more feasible and common in the market.

Figure 9: Sufficiency of housing development capacity to meet projected demand (2022 - 2052)



The response to long term shortfalls will be through exploring the feasibility of intensification, especially around centres and public transport routes, and increasing minimum densities for new greenfield areas. The

¹ The NPS-UD defines feasible capacity in the long term as either based on “commercially viable to a developer based on the current relationship between costs and revenue, or on any reasonable adjustment to that relationship”. In Table 2 the capacity in the medium and long term for Christchurch City is the same because the assessment only calculates the “current relationship”. This is a conservative approach, as development feasibility is likely to improve in the long term (30 years) which means that the amount of feasible capacity can be expected to be higher than shown in the table. For Selwyn and Waimakariri Districts, the assessments assume that historic trends continue into the long term. The capacity assessments also have to be undertaken every 3 years as a minimum, which will enable the assumptions to be reassessed.

broad locations for residential growth are shown in *Map 14 under Opportunity 5*. The Priority Development Areas will also be a significant tool to incentivise redevelopment and higher density housing (see the *A collective focus on unlocking the potential of Priority Areas* section). Further to this, broad locations for new residential development to provide additional capacity should align with the direction in the Spatial Plan and desired pattern of growth. Identifying broad locations for residential development, should be guided by the Spatial Strategy, including the six opportunities, directions and the overarching directions that shape the desired pattern of growth. Broad locations should, at a minimum:

1. Be adjacent to, near, or within a Significant Urban Centre, Major Town or a Locally Important Urban Centre in Greater Christchurch;
2. Be accessible to either MRT, Core Public Transport Routes or New / Enhanced Public Transport Routes;
3. Protect, restore and enhance the natural environment, historic heritage, and sites and areas of significance to Māori;
4. Be free from significant risks arising from natural hazards and the effects of climate change; and
5. Be cognisant of the landscape and visual context, integrate with natural features and align with good urban design principles.

4.3 Focus and incentivise intensification of housing to areas that support the desired pattern of growth

The focus of the Spatial Plan is to encourage greater intensification and higher densities around centres and public transport routes. The benefits of intensification in line with this desired pattern of growth include:

- More people living in closer proximity to services and employment
- A competitive public transport system to encourage mode shift
- Less reliance on private vehicle use
- A reduction in greenhouse gas emissions
- Efficient and effective use of existing infrastructure
- More affordable and diverse housing choices
- Less need for urban expansion onto highly productive land.

Greater intensification (medium and high density) is also being enabled as directed under the Resource Management Act (Intensification Instruments) and the National Policy Statement on Urban Development. This national direction enables greater intensification to occur across large parts of the urban area that may not necessarily be in close proximity to centres and public transport routes. The approach to focus intensification around centres and public transport routes will need to rely less on traditional planning tools (e.g. zoning) and look more at incentivisation, partnerships and investment. A broad range of statutory and non-statutory tools will be relied upon for improving the feasibility of intensification to support the desired pattern of growth.

A key approach to targeting intensification in the preferred locations is to identify Priority Development Areas, which are areas that the partnership will take a coordinated effort at a given time. They provide a mechanism for coordinated and aligned action across multiple agencies; to inform, prioritise and unlock investment, and drive collective accountability.

4.4 Provide housing choice and affordability

Greater intensification around centres and along public transport routes will help provide a range of dwelling types to meet the changing demand profile in Greater Christchurch, particularly from an aging population. This includes providing for the projected higher demand for smaller, more affordable units.

This will mean new housing will increasingly move towards medium and higher density housing types, such as townhouses, terraced housing and apartments. This will help to increase the variety of housing, including more affordable options. However, to do this across a spectrum of housing choice and demand, the intensification focus needs to be combined with continuing to provide for diverse forms of housing and some greenfield areas in appropriate locations.

The focus on targeted intensification will support an urban form that helps address the strategic opportunities and challenges facing the city region, and to help address housing affordability for low income households.

Figure 10: Population growth by age group in Greater Christchurch

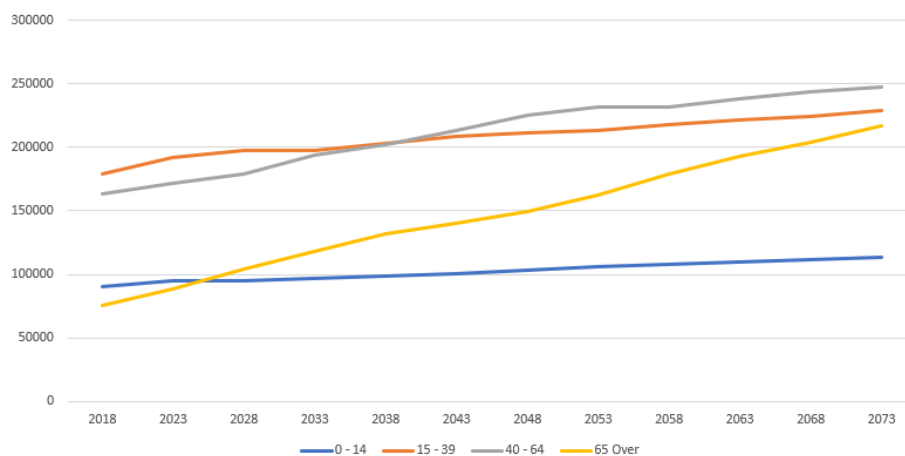
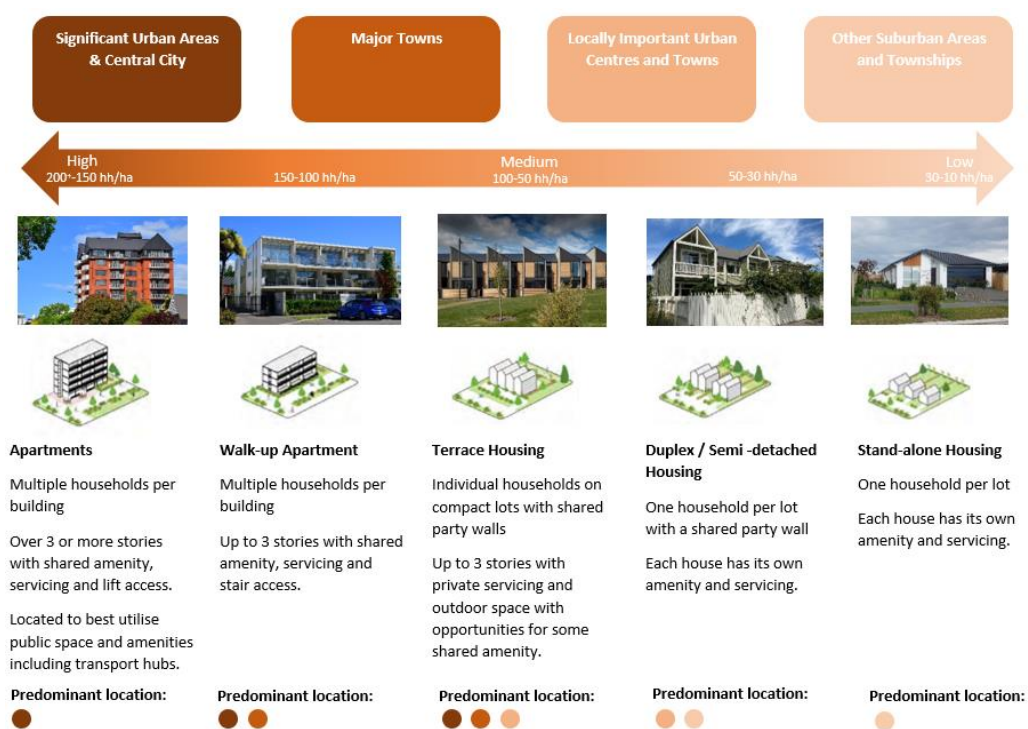


Figure 11: Housing typologies by density



Social and affordable housing needs

In comparison to other major urban centres in Aotearoa New Zealand, housing in Greater Christchurch is relatively affordable. However, the provision of social and affordable housing will become an increasingly critical issue.

Enabling higher density housing developments at different price points will be vital to meeting the projected increase in demand for smaller, more affordable dwellings. The cost of housing, both home ownership and renting, will continue to represent a significant component of household expenditure. New households will have different housing preferences and affordability constraints, but to better align the total housing stock across Greater Christchurch with the overall household composition, new development would need to favour smaller and more affordable housing types.

Smaller and multi-unit dwellings that take advantage of more efficient building construction techniques, and adopt new home ownership and rental models, can aid the provision of more affordable homes. Housing should meet the needs of the population at all stages of life.

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

Greenfield

The creation of 'greenfield' areas will continue to be part of how we accommodate more people so that we can provide a range of lifestyle choices that our communities value. The focus of our spatial plan and greenfield development, is to encourage positive change in our urban form and function, recognising that while housing capacity needs to be provided, this must achieve and not undermine other directions and principles. To achieve this, successful future greenfield development needs to:

1. Be well connected with employment, services and leisure through public and active transport networks
2. Be integrated with existing urban areas
3. Meet a need identified by the latest Housing and Business Development Capacity Assessment
4. Be at the right scale, density and location to minimise impact on highly productive land and existing permitted or consented primary production activities.

Further additional greenfield development may be required for the longer term and to provide for a population towards one million. Additional greenfield will be assessed through other statutory processes.

While there has been a trend towards increasing greenfield density over the last few years, the rate of change will need to increase to support the overall outcomes of the Spatial Plan. A technical report prepared to evaluate greenfield density uptake in Greater Christchurch included a density outcomes analysis of case study areas, as well as a national and international literature review to assess the implications of increasing residential density. The analysis found that there is a positive relationship between increases in density, more diverse housing typologies and the utilisation of more sustainable transport modes. The analysis found that the benefits of residential density increase incrementally. However, there are 'tipping points' of 25 to 30 households per hectare where residential density can deliver greater benefits.

Specific Forms and Alternative Approaches to Housing

Specific forms of housing and alternative approaches to housing are part of housing choice. They can provide for a range of preferred lifestyle options, respond to deficiencies or particular demand in the housing market, target those with the greatest housing need or deliver housing through innovative and novel approaches. They span the housing continuum from social housing through to private housing in the open market. They can offer greater diversity of housing typologies, tenures and price points.

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

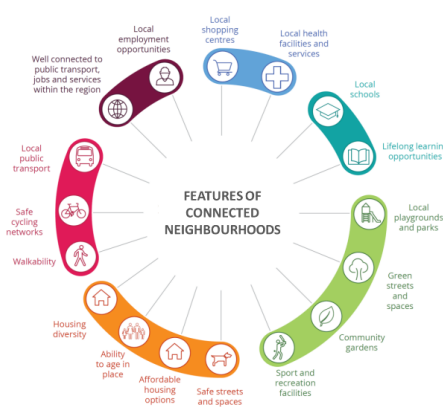
4.5 Deliver thriving neighbourhoods with quality developments, quality housing and supporting infrastructure

Thriving neighbourhoods enable people and communities to meet their day-to-day needs, strengthen quality of life, and increase community connection and resilience. They are neighbourhoods that are well connected; enable safe and equitable access for all; have high quality and safe open spaces, green spaces and public realm; and provide a diverse range of housing including social and affordable housing.

Features of Thriving Neighbourhoods

With good urban design, neighbourhoods and their centres can include communal spaces that are liveable, walkable, safe and attractive, and have good connectivity and accessibility. A network of vibrant and diverse urban and town centres that incorporates mixed-use and transport orientated development helps to improve access and add to people's wellbeing.

Figure 12: Features of Thriving Neighbourhoods.



Community facilities and open, green and public spaces

Community facilities contribute to strong, healthy and vibrant communities by providing spaces where residents can connect, socialise, learn and participate in a wide range of social, cultural, religious, art and recreational activities. There has been extensive rebuilding and repairing of community facilities within Greater Christchurch, resulting overall in a modern network of well-designed buildings able to cater for optimal usage and meet residents' expectations. Following the completion of key facilities, such as the Parakiore Recreation and Sport Centre and Te Kaha Multi-Use Arena, the city region will be well serviced to support a broad range of community, tourist, recreational and sporting events.

Open, green and public spaces are areas for people to gather, meet, play and talk. These are places that can be used for cultural purposes, for social events or to engage in recreational activities with one another. There is an extensive network of open spaces across Greater Christchurch; ranging from regional parks, to local area and neighbourhood parks, to sports fields. As the population grows and urban areas densify, it will be important to ensure that open space provision is meeting the required levels of service for communities. Local area planning will be critical to guide future investment in open spaces, and importantly the prioritisation of new developments and upgrades to ensure equitable provision across the city region.

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

Quality Developments and Quality Housing

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

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

Sense of connection and safety

How neighbourhoods, towns and cities are planned and develop impacts on the health and wellbeing of people and communities. Connected neighbourhoods and communities are safer, more resilient, and contribute to increased health and wellbeing. A sense of connection and safety also contributes to the conditions in which people live and work, their access to facilities and services, their lifestyles, and their ability to develop strong social networks.

Opportunity 5: Provide space for businesses and the economy to prosper in a low carbon future

Greater Christchurch has a strong and diverse economy. Leveraging the economic assets and strengths of the city region is important for supporting business growth and increasing quality employment opportunities for the growing population. The Spatial Plan provides for the needs of businesses through a network of centres that are well connected and serviced by infrastructure.

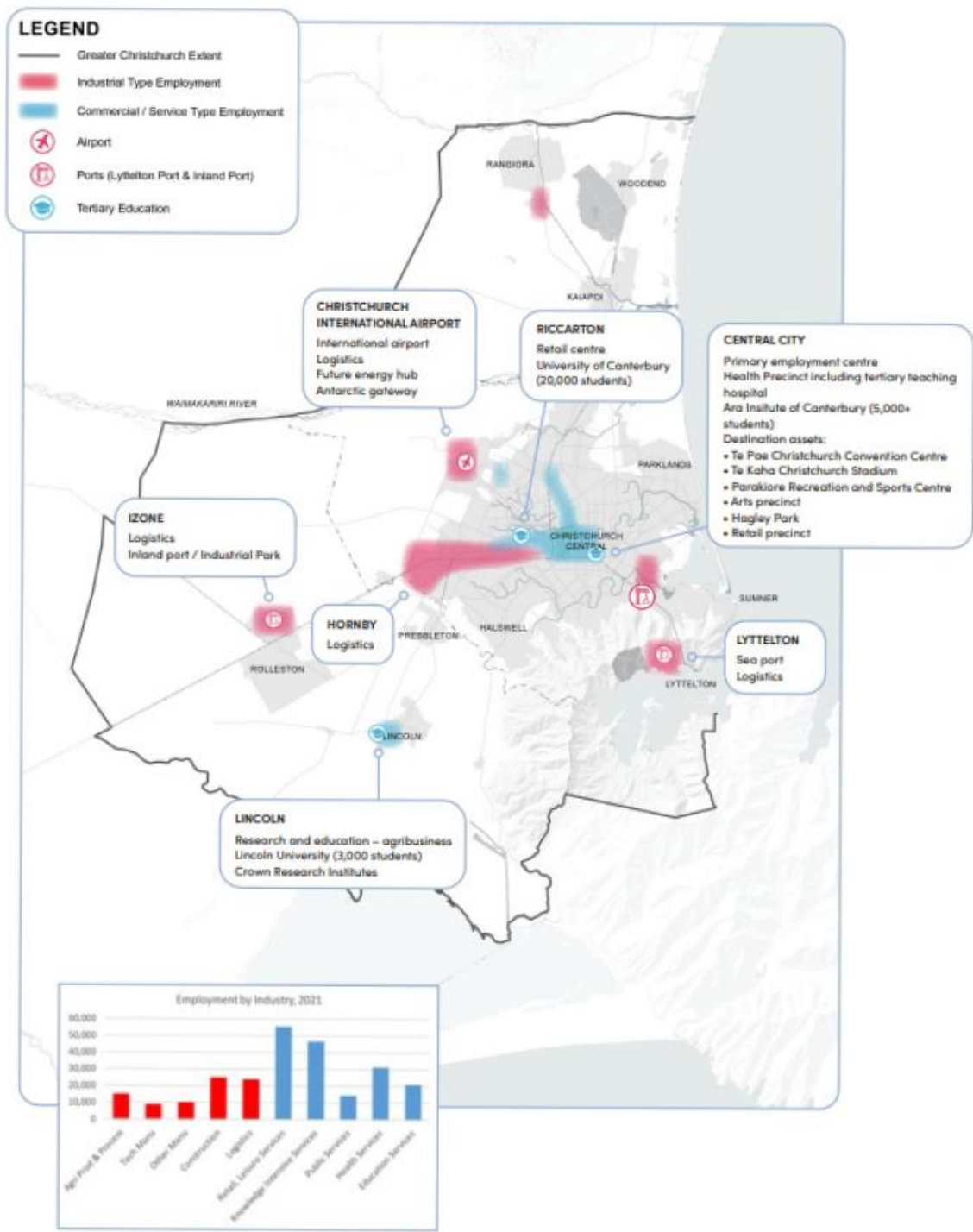
Context

- Greater Christchurch is the principal economic, services and logistics centre for Te Waipounamu / South Island. The goods produced in Waitaha / Canterbury for export are primarily distributed via the Port of Lyttelton, Christchurch Airport, and the inland ports at Rolleston and Woolston.
- Hubs of tertiary and research institutions are found in Christchurch's Central City, including the Ara Institute of Canterbury, the tertiary teaching hospital and the health precinct; and at the University of Canterbury campus in Riccarton, and the Lincoln University and various research campuses and farms in and near Lincoln.
- Six of the seven Crown Research Institutes in Aotearoa New Zealand are in Greater Christchurch.
- Employment in the Central City remains below pre-earthquake levels. Even prior to the earthquakes, the Central City was underperforming economically.
- Significant investment after the earthquakes in modern and resilient infrastructure, civic assets, and urban redevelopment, particularly in the Central City, has provided the capacity to cater for much higher levels of economic and population growth.
- The changing nature of business in the context of climate and technological changes will impact where businesses choose to locate and what they require from the urban environment.
- Greater Christchurch contains a number and range of tertiary and research institutions that are of strategic importance from a local and national perspective. Their retention, protection and continued operation is of regional and national economic importance.

Direction

- 5.1 At least sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network.
- 5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services.
- 5.3 Provision of strategic infrastructure that is resilient, efficient, integrated and meets the needs of a modern society and economy.
- 5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy.
- 5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.

Map 13: Key employment areas and economic assets



Direction

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

There are two types of business land:

- Commercial land – for offices, shops and services; often co-located with housing and other activities.
- Industrial land – for manufacturing and warehousing activities; often located close to freight routes and usually separated from housing.

Greater Christchurch is well placed to meet the projected demands for commercial and industrial land over the next 10 years, and for industrial land over the next 30 years and beyond. However, the current supply of commercial land in the city region is not likely to be enough to meet the demand over the next 30 years.

More than enough industrial land is supplied in Christchurch, Selwyn and Waimakariri to meet demand over the next 30 years, with a particularly significant surplus in Christchurch. Assuming that demand for industrial land will decline in the long term due to global economic trends, the total supply of industrial land in Greater Christchurch may never be fully utilised.

Enough commercial land is also supplied in Christchurch, Selwyn and Waimakariri to meet demand over the next 10 years, but there is a shortfall of 110ha in Christchurch and 20ha in Selwyn when looking over the next 30 years. Shortfalls in commercial land are expected to be met through intensification in significant urban centres, major towns, and locally important urban centres and towns, as well as through rezoning of industrial land close to Christchurch's Central City to commercial and mixed-use. A focus for providing for commercial land will be those centres identified in *Map 14*, including the Priority Areas.

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

	Feasible capacity		Demand with margin		Surplus / Shortfall	
	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)
Waimakariri	32ha	102ha	31ha	79ha	1ha	23ha
Christchurch	663ha	663ha	36ha	119ha	627ha	544ha
Selwyn	377ha	425ha	131ha	347ha	246ha	78ha
Total	1,073ha	1,190ha	198ha	545ha	874ha	645ha

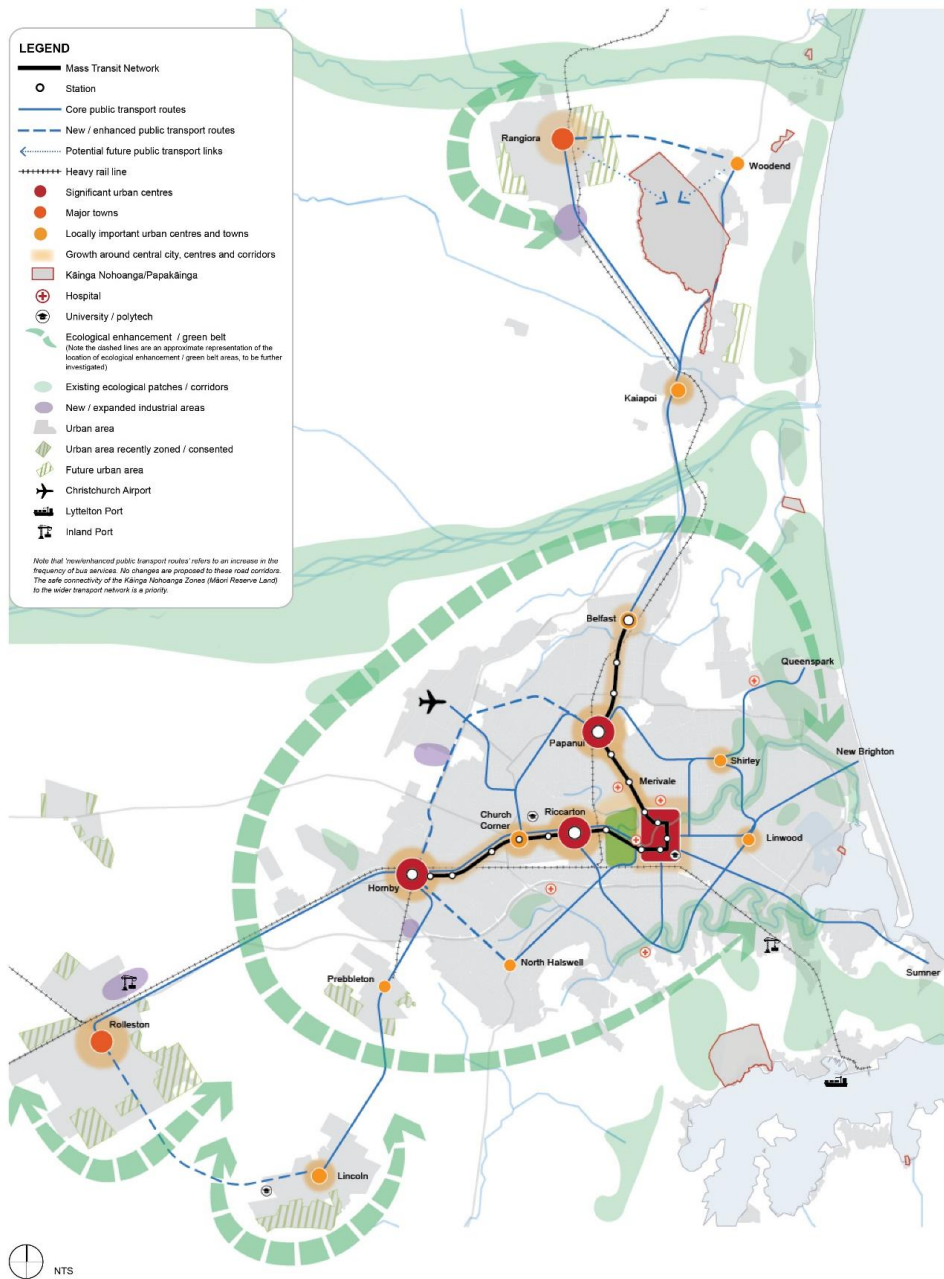
Table 4: Sufficiency of commercial land to meet projected demand (2022 – 2052)

	Feasible capacity		Demand with margin		Surplus / Shortfall	
	Medium term (0 – 10 years)	Long term ² (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)
Waimakariri	36ha	63ha	12ha	32ha	24ha	31ha
Christchurch	102ha	102ha	85ha	212ha	17ha	-110ha

² The NPS-UD guidelines suggest that councils undertake a stock take of vacant land. The capacity shown in the table includes vacant capacity which is based on the most recent field surveys undertaken by each council. Also, the guidelines suggest that “larger, more urbanised areas could also investigate land not currently developed to its full potential”. In Table 4 the capacity shown for Christchurch City only includes vacant capacity and does not include redevelopment potential. Plan Change 14 to the Christchurch District Plan will enable substantial redevelopment potential in Christchurch commercial zones, which is likely to alleviate the long-term shortfall. There is modelling underway to estimate the level of redevelopment potential that could be reasonably developable in the long term. For Selwyn and Waimakariri Districts, the assessments include redevelopment potential, which is based on the historic development levels occurring in the long term. The capacity assessments also have to be undertaken every 3 years as a minimum, which will enable the assumptions to be reassessed.

Selwyn	19ha	30ha	18ha	50ha	1ha	-20ha
Total	157ha	195ha	115ha	294ha	42ha	-99ha

Map 14: Broad locations of housing and business development capacity (700,000 people)



5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services

Centres are places where people congregate for business, education and leisure; where business happens; and where people are able to meet their everyday needs close to where they live.

A strong centres network will:

- Efficiently utilise existing infrastructure, including public transport and freight networks; and support efficient investments in future infrastructure
- Realise gains in economic productivity that can be achieved when related businesses and activities (such as tertiary institutions) are concentrated and co-located, including improved productivity by supporting knowledge transfer, attracting talent, and providing economies of scale of similar businesses that can attract other businesses and customers
- Co-locate economic activity where people live so that people can access employment and services easily by walking and cycling.

The focus on supporting future population and business growth in key urban and town centres, coupled with the planned enhancements to the public transport network, will support a strong network of centres in Greater Christchurch.

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

Strategic infrastructure networks include those required to:

- Manage wastewater and stormwater, and provide safe drinking water
- Provide for energy needs – household, business and transport
- Provide communication and digital connectivity
- Transport people and goods (covered under *Opportunity 6: Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities*).

For infrastructure networks provided by local councils, including water infrastructure, each council is required to prepare an infrastructure strategy, and supporting network and catchment plans, to ensure there is sufficient capacity to meet current and future demands, and that environmental standards are met. Infrastructure strategies are updated based on changes to growth projections, such to inform decisions on infrastructure investment.

Telecommunications and energy infrastructure are provided by state-owned enterprises and the private sector. Telecommunications infrastructure is fundamental to the digital transformation of public and private infrastructure, while electricity infrastructure is fundamental to the transition to a low emissions future.

A key issue is the need to ensure that infrastructure is provided that meets the needs of mana whenua for the development of kāinga nohoanga on Māori Land, with a particular focus on MR873 at Tuahiwi. While policy and plan changes have occurred to enable kāinga nohoanga in Greater Christchurch, this has not been supported with investment in infrastructure. Within Greater Christchurch's urban areas, it is assumed that the development of kāinga nohoanga will be able to be accommodated within the capacity of existing infrastructure or through planned infrastructure upgrades.

The close alignment of infrastructure provision with the growing and changing needs of people, communities and businesses requires strong partnerships and joint planning, including:

- Partnering with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve Land to ensure that there is sufficient capacity, and feasible access to, local networks; while also supporting mana whenua with upgraded infrastructure where needed within urban areas to enable kāinga nohoanga
- Establishing strong partnerships with providers of energy and digital technologies, and ensuring that planning for telecommunications and energy infrastructure is well integrated with new development.

Current and planned state of strategic infrastructure networks

- Wastewater networks have capacity to meet growth over the next decade, although some specific locations or sites may require infrastructure upgrades or alternative solutions to enable development. This includes MR873 at Tuahiwi, where a bespoke approach to the funding and delivery of services may be needed.
- The suburbs of Shirley and Aranui in Christchurch are serviced by a vacuum sewer system, which are at or near operational capacity and currently with no feasible solution to increase capacity.
- Most sites have the ability to mitigate stormwater effects on-site, or have planned local catchment solutions and programmes to address water quality and quantity issues. For some sites, on-site mitigation infrastructure may be required that will add to development costs. However, this does not preclude development from occurring.
- In Christchurch, major water supply upgrades have been completed or are planned for completion over the next 10 years. A focus for water supply assets will be over \$200 million invested in the improvement and maintenance of the reticulation network. This will reduce leakages and improve the long term sustainability of the water supply, ensuring these assets remain fit-for-purpose to accommodate future growth and to meet required water quality and health standards.
- Growth in the use of electricity for transport will necessitate greater provision of electric charging networks in Greater Christchurch. This is expected to be provided by the private sector. Over time, there may be a requirement for greater local generation of green energy. The provision of reliable renewable energy will be important for achieving a low carbon future for Greater Christchurch.
- The National Grid will continue to play an important role in electrification of the economy and will need to be protected. Long-term planning for the maintenance, operation, upgrading and development of the National Grid needs to be facilitated and supported. While existing National Grid assets are identified on the Spatial Plan maps, new development will necessitate new assets, particularly to connect to new generation.
- Telecommunications technology is continually changing to meet the expectations of customers for new, faster and uninterrupted digital experiences. The challenge is finding locations to increase the density of telecommunications networks to meet the demand generated by growth. Redevelopment and new growth areas need to integrate network infrastructure with land use and the needs of communities.

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

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

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

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

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

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

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

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

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

Part 3 – Connecting people and places

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

A transformational shift in how people travel is needed to achieve major reductions in transport emissions. This is one of the biggest challenges facing Greater Christchurch and will require substantial improvements in its transport system. The Spatial Plan takes an integrated approach to strategic land use and transport planning to provide a pathway to achieving a more sustainable, accessible and equitable transport future.

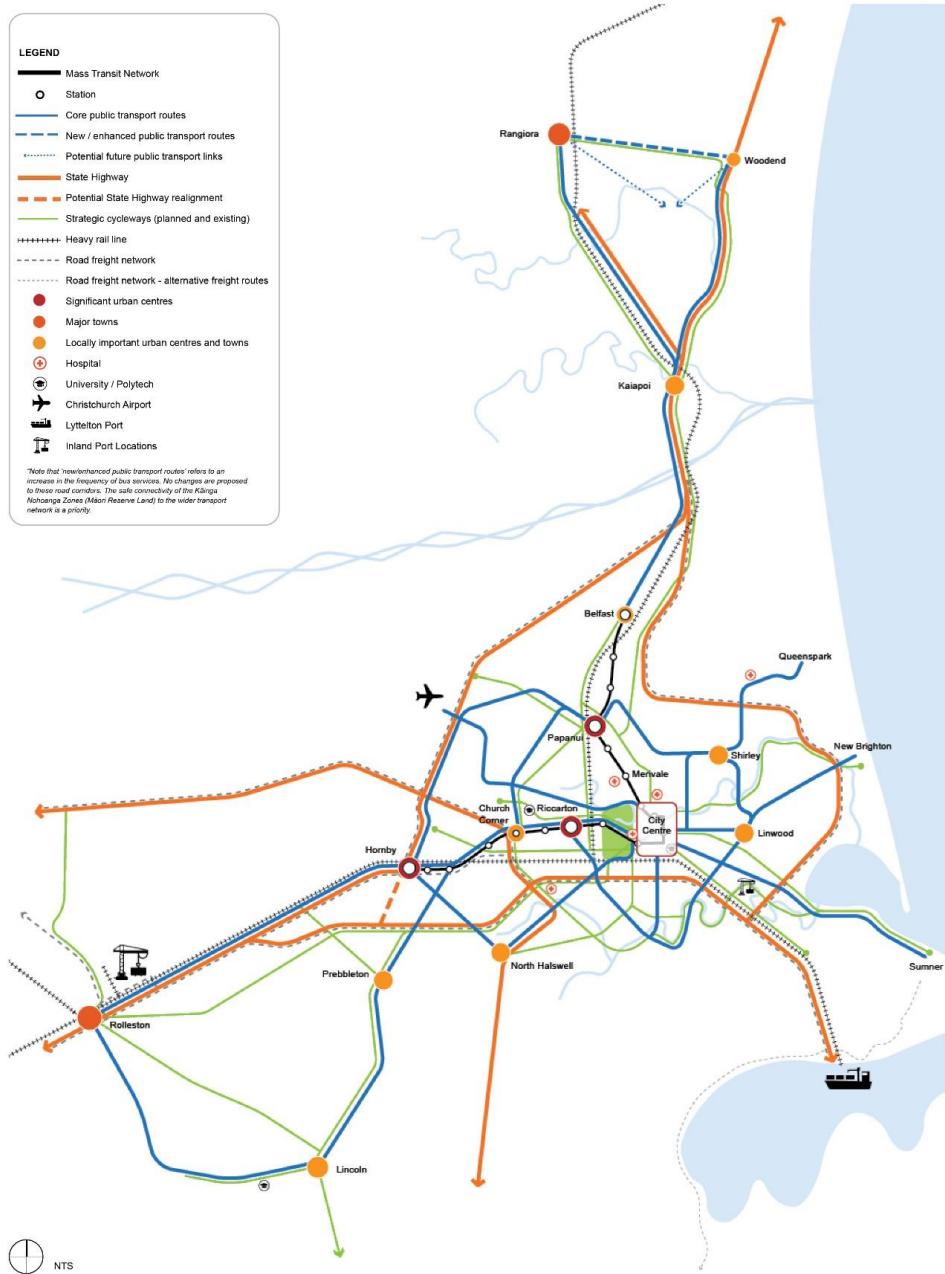
Context

- There is a strong dependence on cars to travel in Greater Christchurch.
- Population growth will continue to increase the vehicle kilometres travelled by cars and other light vehicles based on current travel patterns. Substantial reductions in vehicle kilometres travelled by the light fleet is needed to achieve emissions reductions targets.
- Growth in vehicle kilometres travelled will also increase congestion, which has implications for health, safety, amenity, productivity and the environment.
- Shifting transport choices away from cars requires significant improvements to public and active transport, and measures to encourage people to change their travel behaviour; along with an urban form that supports people to take shorter trips to meet their daily needs and activities.
- The prosperous development of kāinga nohoanga on Māori Reserve Land requires significant improvements to levels of accessibility to surrounding transport networks and services.
- The volume of freight is forecast to continue to increase in the future, while the emissions from heavy transport needs to decrease to support reductions in transport emissions.
- The strategic road and rail networks are essential for moving goods into, out of and within the city region, and supporting it to be the primary logistics hub for Te Waipounamu / South Island.

Direction

- 6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micro mobility
- 6.2 Significantly improve public transport connections between key centres
- 6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga
- 6.4 Develop innovative measures to encourage people to change their travel behaviours
- 6.5 Protect the effective operation of the freight network

Map 15: Transport network



Direction

6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micromobility

A key component of the focus on targeted intensification is the creation of an urban form that supports and encourages as many trips as possible being made by active travel – walking, cycling and other modes of micro mobility (such as scooters). Achieving this requires not only an increase in density of development in centres, but also a commitment to urban design that prioritises active travel within and between communities – making it safe and convenient.

Some ways that active travel could be supported include ensuring good walking and cycling access within local communities and to local centres; extending the network of dedicated cycleways and cycle lanes to create a comprehensive network that connects key centres and destinations; creating low speed zones and limited access streets in residential areas; and rebalancing the use of roads and streets to reflect the functions of place and movement.

6.2 Significantly improve public transport connections between key centres

Reducing the reliance on cars means encouraging people to use public transport more often. This requires significant improvements to public transport services to ensure they offer an attractive alternative to cars for a broader range of trips, particularly those less suited to active travel.

An important first step to improving Greater Christchurch’s public transport network is to accelerate the implementation of planned improvements to the existing bus network, as set out in the Greater Christchurch Public Transport Futures programme. This involves frequency improvements coupled with infrastructure investments that will support faster and more reliable journey times on core bus routes. These core routes provide connections to Christchurch’s Central City and other key centres where more intensive development is planned. The programme includes reallocation of road space on core routes to enable priority way for buses.

A key feature of the future public transport network in Greater Christchurch is the proposed mass rapid transit service that would offer a high frequency and capacity ‘turn-up-and-go’ service on the strategic growth corridors along Papanui Road and Riccarton Road, linking with the Central City. The delivery of this service would involve a phased implementation, starting initially between Papanui and Church Corner, then extending to Belfast and Hornby, and with improved connections to key towns in Selwyn and Waimakariri.

Higher density residential and commercial development within the walkable catchments of mass rapid transit stations would support a higher share of trips being made using public transport, which would in turn support frequency and capacity improvements.

6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga

Planning and investing in improved accessibility to Māori Reserve Land by public and active modes of transport is necessary to support the prosperous development of kāinga nohoanga in Greater Christchurch. Delivering better connections to Māori Land, as well as supporting kāinga nohoanga within urban areas with improved accessibility, will involve a partnership approach between mana whenua, and councils and Waka Kotahi.

The development of Greater Christchurch’s transport network in the future must also not preclude or prevent the development of Māori Reserve Land as settlements to their fullest extent possible. This includes ensuring that Māori Land is not used or taken for public infrastructure required to service development on adjoining or proximate land.

6.4 Develop innovative measures to encourage people to change their travel behaviours

A significant change in travel behaviour needs to occur to meet the objective for a more sustainable, accessible and equitable transport system in Greater Christchurch. Achieving mode shift from cars to public and active modes of transport will be particularly important for reducing vehicle kilometres travelled by cars and other light vehicles, and contributing to emissions reduction targets.

The focus on targeted intensification in urban and town centres, and along public transport corridors, together with the proposed improvements to public and active modes of transport, will provide a strong platform for the shift away from cars. However, reducing the reliance on cars will also need to be supported by planning and investing in systemic changes in travel behaviours, recognising the massive shift that needs to occur largely within the next decade.

Some ways that effective travel demand management and behaviour change initiatives could be delivered include building awareness and understanding about the range of low emissions travel options through information and education initiatives; incentivising the use of public and active transport through appropriate pricing and promotions; managing car parking policies; and supporting central government investigations into future road pricing options.

6.5 Protect the effective operation of the freight network

As the main freight and logistics hub for Te Waipounamu / South Island, it is essential that the development of Greater Christchurch continues to support a well-functioning freight network. This means ensuring that the strategic road and rail connections to key freight and logistics hubs, including the Port of Lyttelton, Christchurch Airport and the inland ports at Rolleston and Woolston, are not compromised by development and uncontrolled growth in travel demands on the network.

This is likely to require steps in the future to prioritise the use of road space on strategic freight routes, primarily the state highways, and to direct housing development away from those routes to ensure that the amenity of residential areas are not compromised. In some cases, it may be necessary to consider relocating strategic freight routes to reduce the potential conflict with residential and commercial intensification.

Shifting freight from road to rail and coastal shipping will help to reduce emissions from freight, as well as reduce the pressure on the road network in Greater Christchurch.

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

Implementation

Joint work programme

The partnership has developed a joint work programme comprising key actions and initiatives, and a selection of Priority Areas, that will help to implement the direction of the Spatial Plan. The work programme will also inform the investment decisions made by partners.

An indication of what each component of the joint work programme will entail is provided below, along with how they align with the six opportunities of the Spatial Plan.

The partnership will agree the scope and resources needed to deliver the joint work programme.

The Greater Christchurch Partnership Committee will receive biannual updates on the progress of the joint work programme.

The Spatial Plan is an enduring document, with the scope for new Priority Areas, key actions and initiatives, and tools being added to the joint work programme if they should arise in the future. The plan will be reviewed and updated (as needed) every five years. In accordance with the NPSUD 2020, the Future Development Strategy component of the plan will be reviewed and updated (as needed) every three years.

Action / Initiative	Purpose	Opportunity 1: Protect historic heritage and sites and areas of significance to Māori	Opportunity 2: Reduce risks from natural hazards and climate change	Opportunity 3: Protect, restore and enhance the natural environment	Opportunity 4: Support thriving communities with diverse and affordable housing	Opportunity 5: Provide space for businesses and the economy to prosper	Opportunity 6: Prioritise more sustainable modes of travel	Supporting Agencies	Timing
Greater Christchurch Transport Plan (including Mass Rapid Transit)	To plan and coordinate the development of an integrated transport system that will encourage mode shift, reduce vehicle kilometres travelled and transport emissions, and help shape the urban form.							Urban Growth Partners	Ongoing
Kāinga Nohoanga Strategy	To provide direction to partners on how to support and enable kāinga nohoanga on Māori Land and within urban areas.							Urban Growth Partners	Ongoing
Priority Areas	To enable aligned and coordinated action across multiple agencies to inform and prioritise investment to achieve change and growth that will not be delivered by the market on its own.							Urban Growth Partners, Relevant Crown Partners, Developer Sector	To be determined
Joint Housing Action Plan	To create a housing action plan that ensures the entire housing continuum is working effectively to provide quality, affordable housing choice and diversity.							Urban Growth Partners, Community Housing Providers, Developer Sector	Short term

Blue-Green Network Strategy (including Green Belt Concept)	To develop an integrated blue-green network strategy reflecting the blue-green network principles and environmental directions. This strategy will also include investigating options to establish a Green Belt Action Plan.							Urban Growth Partners	Medium term
Economic Development Plan	To create a comprehensive economic development plan that integrates and coordinates existing strategies and plans to realise the Spatial Plan's aspirations for economic prosperity.							Urban Growth Partners, Relevant Crown Partners, Economic Development Agencies, Canterbury Employers Chamber of Commerce, Tertiary Education Providers	Medium term
Statutory tools	To assess, propose and implement the suite of statutory tools that will give effect to the Spatial Plan, improve the feasibility of intensification, and enable delivery of the joint work programme.							Urban Growth Partners	Short term
Non-statutory tools	To assess, propose and implement the suite of non-statutory tools that will give effect to the Spatial Plan, improve the feasibility of intensification, and enable delivery of the joint work programme.							Urban Growth Partners	Medium term

Key

	Major contribution to the opportunity
	Moderate contribution to the opportunity
	Minor contribution to the opportunity

Tools

Tools that enable the Spatial Plan to deliver on its directions can either be statutory or non-statutory. Previous growth plans and strategies have predominantly focused on statutory tools, which have been implemented by councils. The partnership believes a more flexible approach comprising a mix of statutory and non-statutory tools will be more effective in delivering on the outcomes sought by the plan.

The joint work programme will consider a broad range of both statutory and non-statutory tools to be used for selection by the partnership. The responsibility for implementing these tools will reside with the partner that has the authority or is best suited to deliver the tool.

Partnerships

The partnership is committed to showing visible leadership and using a collaborative approach to address the issues identified for Greater Christchurch. Although implementation of the Spatial Plan will principally be the domain of councils, mana whenua and government agencies, the private sector, third sector and community also have a key role to play in ensuring the shared vision for the future is realised.

Coordinated action with infrastructure providers and the development sector will be of particular importance to enabling the type and scale of development needed to achieve the desired pattern of growth. It will be crucial that investments are aligned with the planned direction set out in the Spatial Plan, which will require strong working relationships between councils, infrastructure providers, developers and the property sector.

Monitoring

The partnership will establish an implementation plan and mechanisms to monitor progress in achieving the opportunities, directions and key moves set out in the Spatial Plan, and for reporting on progress of the joint work programme. The progress made on the work programme will be reported bi-annually to the Greater Christchurch Partnership Committee. The partnership must also undertake monitoring as required by the National Policy Statement on Urban Development which will inform future development capacity assessments.

The Spatial Plan will be reviewed every five years, incorporating the latest release of census information from Stats NZ. This will ensure that future iterations of the plan can respond to changing demographic, social, economic and cultural factors. In accordance with the NPSUD 2020, the Future Development Strategy component of the plan will be reviewed every three years following the preparation of the latest Housing and Business Development Capacity Assessment.

The joint work programme should be reviewed and updated every three years to coincide with council's long term planning processes to ensure the partnership prioritises and adequately resources the delivery of the Spatial Plan (and its future iterations).

Greater Christchurch Spatial Plan

Hearing Panel - Clean Version

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Key terms

BLUE-GREEN NETWORK

A blue-green network is a series of spaces and corridors that follow and connect water bodies, parks, green areas and the coast. Blue elements include rivers, streams, storm water drains and basins, wetlands, freshwater, and coastal water; while green elements include trees, parks, forests, reserves and greenways.

CENTRE

A centre is a location that is a focal point for economic, social, community and civic activity. This plan refers to four different types of centres – being significant urban centres, major towns, locally important urban centres and towns, and key business areas – reflecting the expected scale and mix of activities and buildings.

DENSITY

Density refers to the number of houses or dwellings within a certain area. The higher the number of dwellings per hectare, the higher the density. This plan refers to low, medium and high density. Low density generally describes an area with predominately detached dwellings on sections greater than 300m². Medium density describes areas where attached dwellings are more prevalent, such as semi-detached or duplex dwellings, terraced housing, or low-rise apartments. In high density areas, multi-story buildings are prevalent.

DEVELOPMENT CAPACITY

Development capacity means the capacity of land to be developed for housing or for business use; based on the zoning, objectives, policies, rules and overlays that apply in the relevant proposed and operative Resource Management Act planning documents, and the provision of adequate development infrastructure to support the development of land for housing or business use.

GREATER CHRISTCHURCH

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

GREEN BELT

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

KĀINGA NOHOANGA

Kāinga nohoanga is a form of settlement or land development for members of hapū or whānau providing residential accommodation. It may also include accommodation for visitors and short term residents with associated communal buildings and facilities; as well as social activities and facilities, commercial activities, and cultural facilities and activities.

MASS RAPID TRANSIT

Rapid transit is a step up from conventional public transport, being a quicker, more frequent and reliable, higher-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic. It was also being mentioned as ‘turn-up-and-go’ service.

MIXED-USE

Mixed-use refers to the variety of activities permitted by planning regulations to occur either within a location (such as within a town centre) or on a site. Mixed-use planning regulations permit a variety of residential, commercial or community activities to occur, rather than restricting activities to a single use, such as residential only.

MODES OF TRANSPORT AND MODE SHIFT

Transport modes refers to the different ways or types of vehicles people use to get from A to B. In this plan, the different modes of transport referred to include public transport (such as bus services), active transport (such as cycling and walking) and private vehicles (such as cars). Mode shift means growing the share of travel by public transport, cycling and walking.

NGĀ WAI

Ngā Wai encompasses water bodies and their margins, and include ngā awa (rivers), ngā roto (lakes), ngā hāpua (coastal lagoons), ngā repo (wetlands) and ngā puna (springs).

PRIORITY AREAS

Priority Areas are areas that the partnership wishes to focus coordinated effort at a given time. They are a key tool as part of the Urban Growth Agenda framework that provides a mechanism for coordinated and aligned action across multiple agencies; to inform, prioritise and unlock investment, and drive collective accountability.

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

SOCIAL INFRASTRUCTURE

Social infrastructure includes parks and open spaces, community facilities, schools and health facilities. In this plan, the term infrastructure includes social infrastructure, unless specified otherwise.

TARGETED INTENSIFICATION

Targeted intensification refers to accommodating housing and business growth through greater intensification around key urban and town centres, and along public transport corridors.

URBAN FORM

The urban form is the physical shape and land use patterns of towns and cities. It refers to housing types, street types, how they sit in the environment and their layout. It includes the location, density and design of homes, workplaces, schools, parks and other community facilities, as well as the transport networks that connect them.

WĀHI TAONGA

Wāhi Taonga are treasured places that have high intrinsic value, and are valued for their capacity to shape and sustain the quality of life. Access to these areas is important to Ngāi Tahu identity.

WĀHI TAPU

Wāhi Tapu are sites and places that are culturally and spiritually significant to the history and identity of mana whenua. Wāhi Tapu sites are to be protected according to tikanga and kawa to ensure the sacred nature of those sites is respected.

WELL-FUNCTIONING URBAN ENVIRONMENTS

The National Policy Statement on Urban Development requires planning decisions to contribute to well-functioning urban environments. A definition of well-functioning urban environments is provided in the *Delivering on national direction* section of this plan.

Introduction

Over the past 15 years, Greater Christchurch has grown rapidly to a population of around half a million. By 2050, up to 700,000 people could be living in Greater Christchurch – 40% more than there are today, with the population potentially doubling to 1 million people in the future. It's important to plan for how growth this significant will be accommodated, while also looking after the environment and responding to climate change.

In 2022, the Greater Christchurch Partnership and the Crown established an Urban Growth Partnership for Greater Christchurch – the Whakawhanake Kāinga Komiti. This partnership of central government, local government and mana whenua is focused on shared objectives related to affordable housing, emissions reduction, and creating liveable and resilient urban areas.

The first priority of the partnership is to prepare the Greater Christchurch Spatial Plan.

The Draft Spatial Plan sets out the partners' shared vision for the future of Greater Christchurch. It is a plan for action, for starting now to make the transformational shifts needed to secure the future of Greater Christchurch. This includes a clear pathway for how the city region will create prosperous and well-functioning urban environments, and build greater resilience in the context of the changing environment. It sets out what the priorities are and what needs to happen to achieve them.

Its overarching directions include a focus on targeted intensification in centres and along public transport corridors, along with the prosperous development of kāinga nohoanga on Māori Land and within urban areas.

The direction set out in the plan is supported by commitments across central government, local government and mana whenua to partner and invest in shared priorities for Greater Christchurch, to ensure the city region remains a great place to live for all. The implementation of the plan will form the ongoing work programme of the partnership.

Acknowledging Te Tiriti and Rangatiratanga

The contemporary relationship between Ngāi Tahu whānui and the Crown is defined by three core documents: Te Tiriti o Waitangi, the Ngāi Tahu Deed of Settlement 1997 and the Ngāi Tahu Claims Settlement Act 1998.

Papatipu Rūnanga expect that the partners will honour Te Tiriti o Waitangi and the principles upon which it is founded, including principles of Partnership and recognition of their rangatiratanga status.

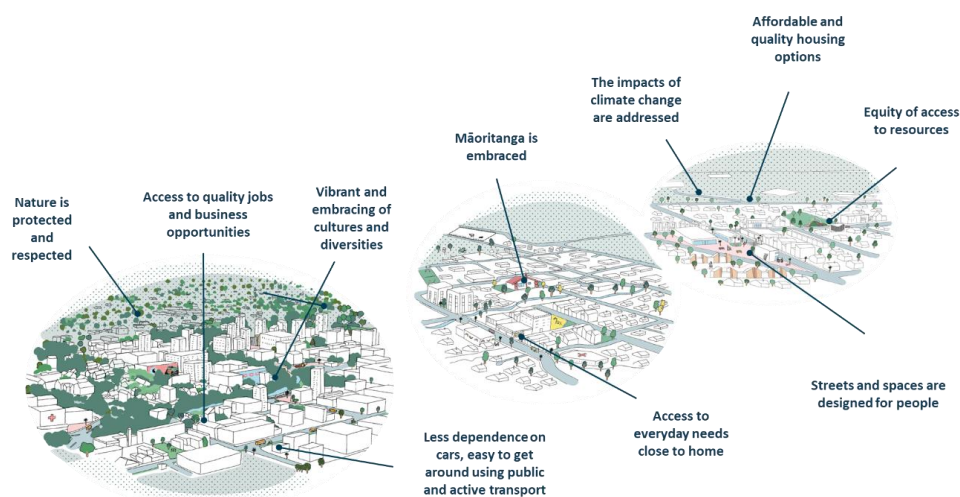
In making its apology in 1998, the Crown acknowledged that Ngāi Tahu holds rangatiratanga within the Ngāi Tahu takiwā. Further, the Te Rūnanga o Ngāi Tahu Declaration of Membership Order 2001 establishes individual Papatipu Rūnanga as the entities with responsibility for resources and the protection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

These documents and matters have informed the nature and manner of engagement and collaboration between the Papatipu Rūnanga and the partners involved in the development of this Spatial Plan, and the commitments made to actively support and assist mana whenua fulfil their priorities.

The aspirations for Greater Christchurch – a place to live well

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

Figure 1: Community aspirations for Greater Christchurch in 2050



The Greater Christchurch area

Greater Christchurch is found at the meeting point of the Canterbury Plains, the Pacific Ocean, and the volcanic remnants of Whakaraupō / Lyttelton and Te Pātaka a Rākaihautū / Banks Peninsula.

It extends from Rangiora in the north to Lincoln in the south, and from Rolleston in the west to Sumner in the east. It includes the flat lands and Port Hill areas of Ōtautahi Christchurch, and the surrounding towns and rural areas. Its landscape is dominated by rivers, lakes, estuaries, coastal lagoons, wetlands and springs.

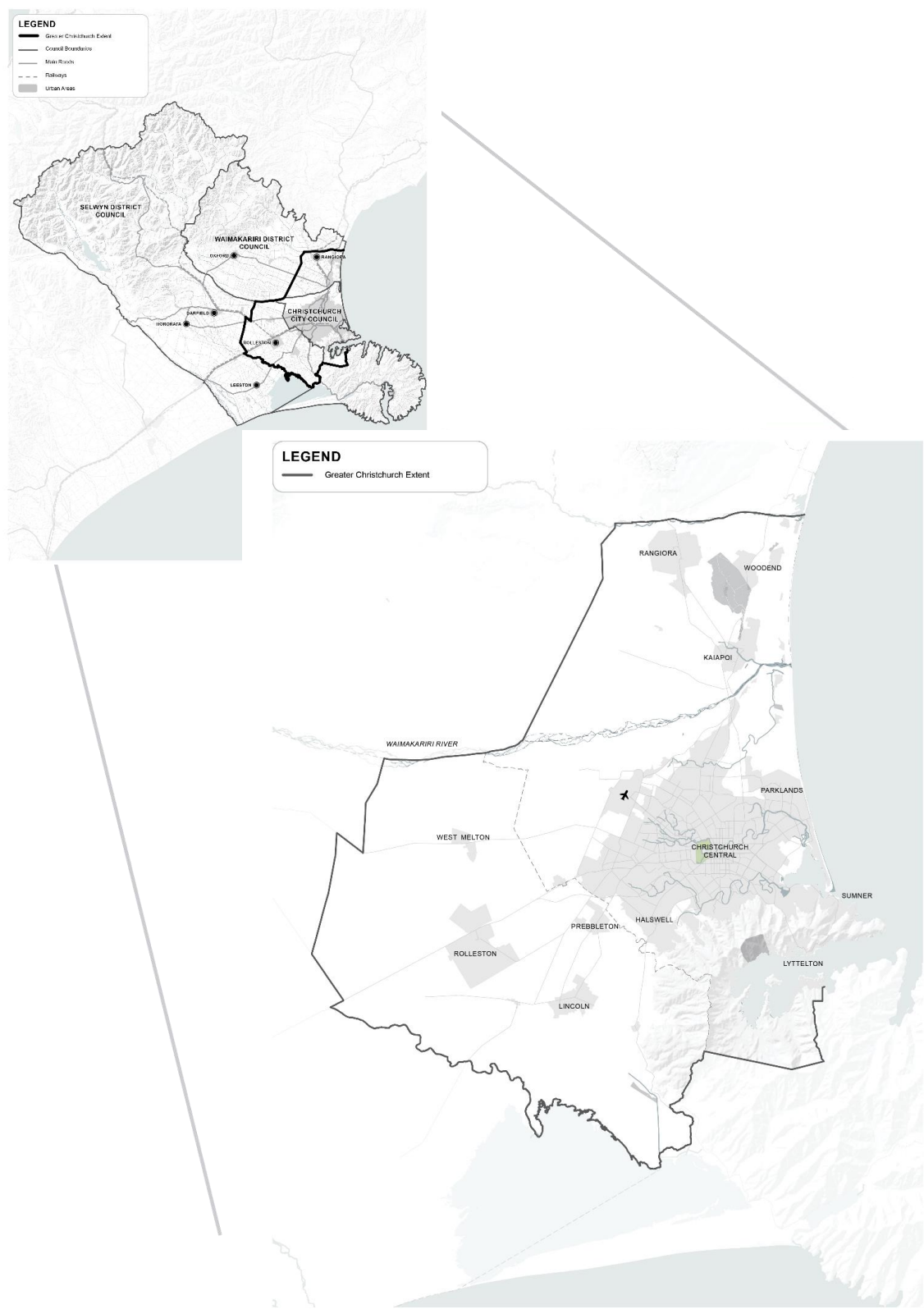
Greater Christchurch includes parts of three territorial authorities: Christchurch City, Selwyn District and Waimakariri District. It is also part of a cultural landscape that holds significant historic and contemporary cultural importance for Ngāi Tahu whānui.

Greater Christchurch traverses the takiwā of three Papatipu Rūnanga: Te Ngāi Tūāhuriri, Taumutu and Te Hapū o Ngāti Wheke (Rāpaki), with the marae of Te Ngāi Tūāhuriri and Te Hapū o Ngāti Wheke being located within the Greater Christchurch area. The marae associated with each of the Papatipu Rūnanga are the beating hearts of tribal identity and centres for cultural, social and economic activities.

Greater Christchurch sits within and has deep connections with the wider Waitaha / Canterbury region.

The geographic extent of Greater Christchurch is shown in *Map 1*.

Map 1: The geographic area of Greater Christchurch



Context

How Greater Christchurch has grown

The Greater Christchurch area has been inhabited by Māori for settlement, resource gathering and exercising of cultural practices for more than 1,200 years. The earliest peoples in the area were the Waitaha, who were succeeded by Ngāti Mamoe. Ngāti Mamoe were followed soon after by hapū who came to be known as Ngāi Tahu.

The coastline of Te tai o Mahaanui acted as an important route for trade and travel, while the water bodies and forests in the area provided a rich source of mahinga kai.

The abundance of resources in the area attracted European settlers from the 1800s. Christchurch became a centre for provincial government, as well as the market, logistics, services and education hub for the surrounding region. Farming was the city's first industry, reflecting the pre-eminence of the Waitaha / Canterbury region as a farming province.

The way that Christchurch and the towns in Selwyn and Waimakariri have grown over time has been enabled by the availability of flat land on the Canterbury Plains that is relatively easy to subdivide and service. The increased ownership of the private car during the middle of the 20th century also enabled the urban area to develop beyond the inner city and along tram lines, to the suburbs and surrounding towns. The reliance on the car for travel has since become ingrained in the fabric of Greater Christchurch.

In 2010 and 2011, a series of earthquakes caused widespread damage to Greater Christchurch. It resulted in the permanent displacement of whole neighbourhoods in the eastern areas of Christchurch and in Kaiapoi, and demolition of many buildings in Christchurch's Central City. This included demolition of a significant number of Heritage Listed buildings. This led to a substantial shift of households and businesses to the western areas of Christchurch and towns in Selwyn and Waimakariri.

The private and public sectors have made considerable investments since. The Central City in particular has benefitted from modern infrastructure, new civic assets, urban realm improvements, and large residential and commercial developments. The rebuild of the Central City has been the most ambitious urban renewal project in Aotearoa New Zealand's history and is once again a place that is attractive to people and businesses.

Greater Christchurch's population of around half a million people, represents more than 80 percent of the Waitaha / Canterbury population and almost half of the Te Waipounamu / South Island population. Strong population growth in Greater Christchurch over recent years reflects its highly valued lifestyle, including the easy access to green spaces and the outdoors, the sense of community, the relative affordability of living, and the growing vibrancy. It's also benefitted from immigration, which has created a rich and diverse population.

Greater Christchurch has developed into the primary economic hub and commercial centre for the Waitaha / Canterbury region and Te Waipounamu / South Island, supporting a number of nationally important economic assets. This includes a large business sector, four tertiary institutions, a number of research institutions, an international airport, a sea port and two inland ports.

Planning and policy context

Building on previous growth strategies

The first strategic growth strategy developed for Greater Christchurch was the Greater Christchurch Urban Development Strategy in 2007 (which was updated in 2016). The collaborative work of the Greater Christchurch Partnership since has been guided by this strategy, including the planning undertaken to accommodate the large number of households and businesses displaced after the earthquakes in 2010 and 2011.

Figure 2: Timeline of key documents for Greater Christchurch

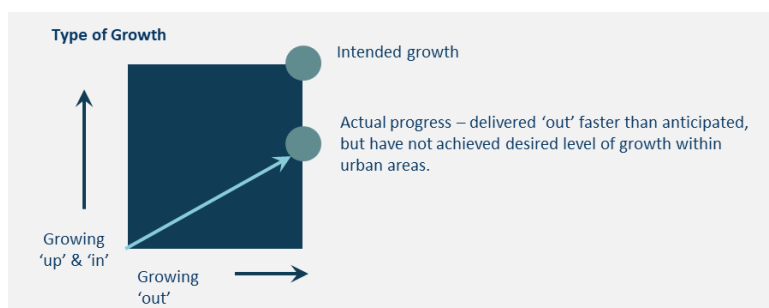


This Spatial Plan builds on and replaces the previous plans and strategies developed for Greater Christchurch, but does not seek a fundamental change from their strategic direction.

It provides an up-to-date look at how Greater Christchurch has evolved over recent years, and the strategic opportunities and challenges for taking the city region forward.

It recognises that Greater Christchurch has seen growth through the expansion of urban areas happen faster than anticipated and growth through intensification of urban areas not achieve anticipated levels. This was a by-product of the earthquakes and an acknowledged divergence from the planned growth direction.

Figure 3: Intended versus actual pattern of growth

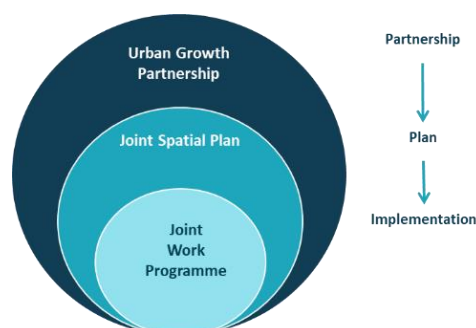


Delivering on national direction

The Spatial Plan has been prepared under the Urban Growth Agenda – a central government programme to improve coordination between central government, local government and mana whenua in high growth urban areas.

The Spatial Plan is the first priority of the Urban Growth Partnership for Greater Christchurch – the Whakawhanake Kāinga Komiti. The Komiti’s priorities strongly align with the objectives of the Urban Growth Agenda and wider national direction, and reflects the issues facing Greater Christchurch.

Figure 4: Components of the Urban Growth Partnerships programme



Whakawhanake Kāinga Komiti’s priorities

Create a well-functioning and sustainable urban environment. Priority will be given to:

- Decarbonising the transport system
- Increasing resilience to natural hazards and the effects of climate change
- Accelerating the provision of quality, affordable housing
- Improving access to employment, education and services.

The Spatial Plan satisfies the requirements of a future development strategy under the National Policy Statement on Urban Development. This includes setting out how well-functioning urban environments will be achieved, and how sufficient housing and business development capacity will be provided to meet expected demand over the next 30 years.

Relevant national policy that has informed the Spatial Plan includes the Government Policy Statement on Housing and Urban Development, Government Policy Statement on Land Transport, the Emissions Reduction Plan, and every national policy statements under the Resource Management Act 1991.

What this national direction requires of the Spatial Plan is summarised below.

Well-functioning urban environments

Contribute to well-functioning urban environments, which at a minimum:

- Have or enable a variety of homes that meet the needs, in terms of type, price and location, of different households; and
- Have or enable a variety of homes that enable Māori to express their cultural traditions and norms; and
- Have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and
- Have good accessibility for all people between housing, jobs, community services, natural spaces and open spaces, including by way of public or active transport; and
- Support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and
- Support reductions in greenhouse gas emissions; and
- Are resilient to the likely current and future effects of climate change.

A low emissions future

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

A healthy natural environment

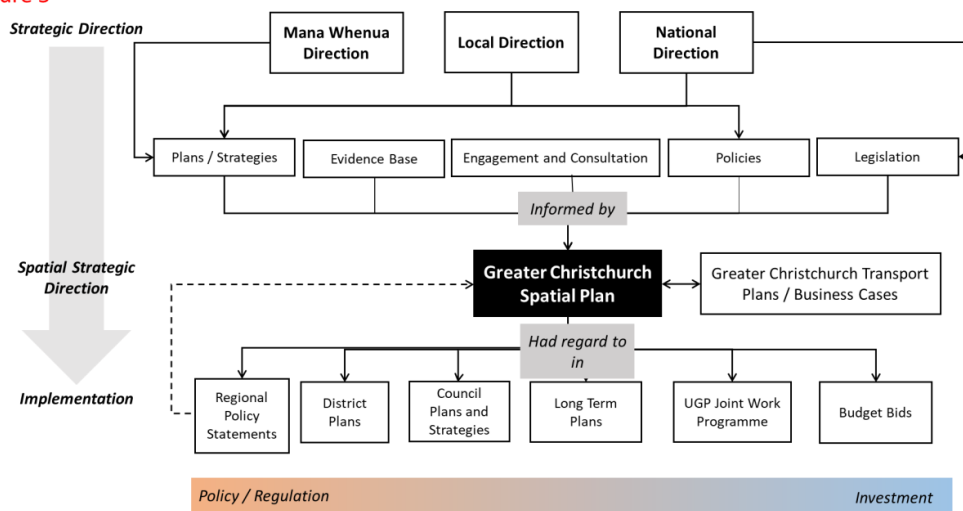
Protect highly productive land for food and fibre production, manage water bodies in a way that gives effect to Te Mana o te Wai, and conserve the natural environment for the benefit of future generations.

Aligning with local and regional planning processes

The Greater Christchurch councils are also progressing their own local and regional planning processes. Many of these have informed the Spatial Plan and some will help implement the direction of the plan.

Figure 5: Planning context for the Spatial Plan

Figure 5



Related planning processes currently underway:

- Councils are implementing the Medium Density Residential Standards from the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act. Christchurch City Council notified changes to its District Plan in March 2023. Selwyn and Waimakariri District Councils have incorporated changes into their district plan reviews as variations, with decisions expected mid-2023 for Selwyn and the last quarter of 2024 for Waimakariri.
- Selwyn and Waimakariri District Councils are reviewing their district plans. For Selwyn, hearings are underway with decisions expected mid-2023. For Waimakariri, hearings will run from May 2023 to May 2024 with decisions expected late-2024.
- Canterbury Regional Council is reviewing the regional planning framework for Canterbury. A new Regional Policy Statement is expected to be notified at the end of 2024. This process seeks to align the regional planning framework with national direction such as the National Policy Statement for Freshwater Management 2020, including Te Mana o te Wai. It also includes a review of the noise contours relating to Christchurch International Airport, mapping of highly productive land, and development of significance criteria for new greenfield areas. This review will also continue to consider, and direct, how to manage urban growth in balance with activities that occur in the rural environment.
- The Christchurch City Council is undertaking a Coastal Hazards Adaptation Framework with its coastal communities to create adaptive pathways to respond to coastal hazard risks. It is anticipated that this work will inform future changes to the District Plan. The Selwyn and Waimakariri District Councils are currently in the early phase of their coastal hazard adaptation work. All three councils, along with Environment Canterbury, other territorial authorities in Waitaha Canterbury and papatipu rūnanga, have been involved in the Canterbury Climate Risk Assessment published in early 2022 through the

Canterbury Mayoral Forum. It is also anticipated that a signalled new law ‘the Climate Adaptation Act’ will assist in responding to complex legal and technical issues associated with coastal hazard risks if and when it is enacted by the Government.

Mahaanui Iwi Management Plan

The Mahaanui Iwi Management Plan is an expression of kaitiakitanga and rangatiratanga from the six Papatipu Rūnanga with mana whenua rights over the lands and waters within the takiwā from the Hurunui River to the Hakatere River, and inland to Kā Tiritiri o Te Moana – an area that encompasses Greater Christchurch. It is first and foremost a planning document intended to assist Papatipu Rūnanga participate in all aspects of natural and environmental management. It provides a comprehensive suite of objectives and policies that identify values, priorities and processes that should be followed in the restoration and protection of the natural environment, as well as the planning and development of urban areas. It has been a key background document to inform the development of the Spatial Plan.

Looking to the future

Greater Christchurch is well placed for much greater population and economic growth.

The latest projections from Stats NZ indicate Greater Christchurch's population could grow from a population of approximately half a million to around 700,000 by 2051.

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

This growing population will become more ethnically diverse, with people identifying as Māori, Pacifica and Asian forming a larger share of the young people and working-age population. As the population ages and becomes more diverse, it's critical that a range of housing types and models of community living are provided so people can stay in their communities through different stages of their lives, and live with their whānau and friends.

Recent investments in infrastructure, buildings, assets and communities provides the opportunity to attract more people, business and investment to the city region. This is critical to the future of Christchurch's Central City, which remains economically vulnerable. About 40,000 people now work in the Central City, which is below pre-earthquake levels and is particularly low compared with the 115,000 people working in the central business districts of Auckland and Wellington.

Moving to a net zero emissions future, along with building the capacity of communities and ecosystems to adapt to the impacts of climate change, will be major challenges over the coming decades.

Mana whenua priorities and expectations

The Spatial Plan needs to reflect the values of mana whenua and give effect to their priorities and expectations. In summary, these expectations are that the Spatial Plan:

- Supports kāinga nohoanga on Māori Land, supported by infrastructure and improved accessibility
- Supports kāinga nohoanga within urban areas
- Protects Wāhi Tapu, Wāhi Taonga and Ngā Wai.

For mana whenua's priorities regarding the environment, refer to *Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people.*

The spatial strategy

Greater Christchurch has grown and changed throughout its history, and will continue to do so into the future. It is essential that the city region develops in a way that provides the best economic, social, cultural and environmental outcomes for its people and places, both for present generations and those still to come.

Six opportunities have been identified for how the Spatial Plan can help close the gap between the current and desired future states for Greater Christchurch, together with a number of directions that will guide the work of the partnership and individual partners to address these opportunities. Two overarching directions particularly shape the desired pattern of growth.

Five key moves have also been identified that will be fundamental to realising the transformational shifts required to achieve the desired future and support inter-generational wellbeing.

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

Opportunities

#1 Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places	#2 Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change	#3 Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people	#4 Enable diverse, quality, and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs	#5 Provide space for businesses and the economy to prosper in a low carbon future	#6 Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities
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Overarching
Directions

Focus growth through targeted intensification in urban and town centres and along public transport corridors					
Enable the prosperous development of kāinga nohoanga on Māori Land and within urban areas					

Directions

1.1 Protect Wāhi Tapu from urban development 1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai 1.3 Protect, recognise, and restore historic heritage	2.1 Focus and incentivise growth in areas free from significant risks from natural hazards 2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards	3.1 Protect areas with significant natural values 3.2 Prioritise the health and wellbeing of water bodies 3.3 Enhance and expand the network of green spaces 3.4 Protect highly productive land for food production 3.5 Explore the opportunity of a green belt around urban areas	4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas 4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand 4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth 4.4 Provide housing choice and affordability 4.5 Deliver thriving neighbourhoods with quality developments, quality housing and supporting infrastructure	5.1 At least sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network 5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services 5.3 Provision of strategic infrastructure that is resilient, efficient, integrated and meets the needs of a modern society and economy 5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy 5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.	6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micro mobility 6.2 Significantly improve public transport connections between key centres 6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga 6.4 Develop innovative measures to encourage people to change their travel behaviours 6.5 Maintain and protect connected freight network
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Note: The numbering of Opportunities and Directions does not indicate a hierarchy between these and is used only to assist with navigation of this plan.

Key moves

The prosperous development of
kāinga nohoanga

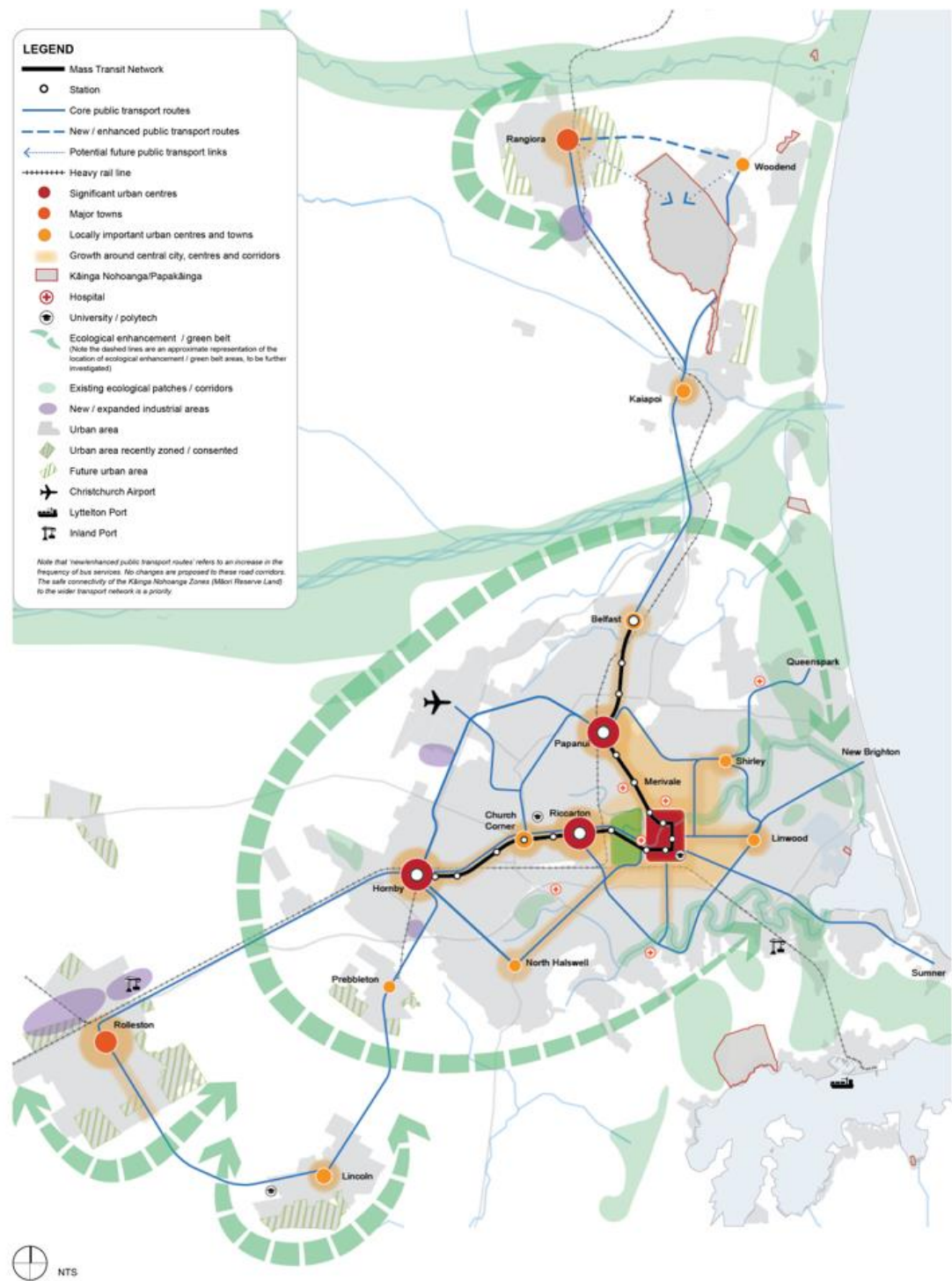
A strengthened network of urban
and town centres

A mass rapid transit system

A collective focus on unlocking the
potential of Priority Areas

An enhanced and expanded blue-
green network

Map 2: The Greater Christchurch spatial strategy (1 million people)



Overarching directions

Focus growth through targeted intensification in urban and town centres and along public transport corridors

The desired pattern of growth in Greater Christchurch that best delivers on the six opportunities is to focus household and business growth through greater intensification in urban and town centres, and along public transport corridors. Concentrating growth in this way has many benefits:

- Reduces urban expansion over Wāhi Tapu and Wāhi Taonga.
- Provides opportunities to restore and enhance the natural environment.
- Has the least impact on highly productive soils and most likely to deliver positive outcomes for air quality and water use.
- Is more likely to achieve policy directives for integrated planning (land and water).
- Provides a better opportunity to mitigate risks associated with natural hazards.
- Provides the best opportunity to achieve higher density housing consistent with trends showing an increased demand for smaller homes.
- Provides the best accessibility and would support lower vehicle kilometres travelled and greenhouse gas emissions from transport.
- Provides the best opportunities for economic agglomeration and achieves more efficient and effective use of land and resources.
- Provides economies of scale to fund delivery.

Enable the prosperous development of kāinga nohoanga on Māori Land and within urban areas

The prosperous development of kāinga nohoanga is fundamental to the future of Greater Christchurch. The Spatial Plan sets out the commitment of partners to deliver on mana whenua's priorities and expectations in regard to kāinga nohoanga. This includes enabling the development of kāinga nohoanga on Māori Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas to enable mana whenua to provide for their customs and wellbeing. Prosperous kāinga nohoanga is essential to achieving well-functioning urban environments.

Key moves

The prosperous development of kāinga nohoanga

On Māori Reserve Land

In 1848, the Crown acquired some 20 million acres of land from Ngāi Tahu through the Canterbury Deed of Purchase. The terms agreed as part of the land purchase included the setting aside of kāinga nohoanga (translated as places of residence) as self-governing reserves.

With each reserve came the rights to mahinga kai; to develop land (including subdivision) and community facilities; to develop a sustainable and growing economic base to sustain future generations; and an enduring timeframe – meaning that the reserves would belong to the people and their descendants without impediment for all of the future.

Within Greater Christchurch, Māori Reserve Land is located at:

- MR875, Rāpaki (zoned Papakāinga/Kāinga Nohoanga)
- Tuahiwi MR873 (proposed to be zoned Special Purpose Kāinga Nohoanga)
- Kaiapoi Pā (proposed to be zoned Special Purpose Kāinga Nohoanga)
- Pūharakekehenui MR892 (zoned Rural)
- MR959 east side of Te Waihora (zoned Rural)

The Crown's agreement to the development and governance of the reserves has never been fulfilled.

Multiple statutes have removed these rights, including successive planning statutes from the Town and Country Planning Act 1953 to the Resource Management Act 1991. Through this legislation, Māori Reserves have been zoned as Rural – preventing subdivision, housing, social infrastructure, educational facilities and the development of prosperous economic activities. This has impacted the prosperity and wellbeing of mana whenua.

Since 2015, there have been changes made to the Christchurch District Plan and the Proposed Waimakariri and Selwyn District Plans to remove zoning impediments to the development of Māori Reserves. While these changes have gone some way to providing for development of Māori Land, further changes are needed to remove residual impediments.

Further, strategic planning has failed to recognise kāinga nohoanga as it does not fit the western paradigm of residential, commercial, industrial and rural activities. Accordingly, Māori Land has never been identified as a future or priority development area towards which investment should be directed.

The changes that have been made to district plans have not, in all cases, been supported with investment for infrastructure. This largely reflects that councils are geared towards the development of staged residential subdivisions, leaving tikanga and the inter-generational development of Māori Land and kāinga nohoanga to fall outside operational processes, and to later and unknown commitments and delivery.

In particular, infrastructure has become a significant barrier to the development of Māori Land within MR873 at Tuahiwi. It is also noted that MR892 and MR959 should be rezoned for Kāinga Nohoanga purposes.

Partnership and work between mana whenua and councils is needed to remove residual planning barriers to the development of Māori Land in the Papakāinga / Kāinga Nohoanga Zone in the Christchurch District Plan and the proposed Special Purpose (Kāinga Nohoanga) Zone in Waimakariri. Infrastructure is also required to service Māori Land within the full extents of the original Māori Reserves, with a specific focus on MR873 at Tuahiwi. This investment includes improved accessibility via public and active modes of transport.

Within urban areas

Many Māori live within Greater Christchurch’s urban area where housing is typically provided through general residential, medium and high density zoning – none of which contemplate or appropriately provide for kāinga nohoanga as a housing outcome. Consequently, the cultural needs of Māori have been overlooked.

The National Policy Statement on Urban Development requires that a well-functioning urban environment has, or enables, a variety of homes, and that this includes homes that enable Māori to express their cultural traditions and norms. Similarly, the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act allows amendments to district plans to enable papakāinga. This is not limited to specific geographic areas, such as Māori Reserves, or any particular urban zoning. This necessitates dispensing with those policies that previously limited cultural housing initiatives to Māori Reserves.

Partnership and work between mana whenua and councils is also needed to create a planning framework that will enable kāinga nohoanga within the urban areas of Greater Christchurch.

A strengthened network of urban and town centres

There is a network of urban and town centres across Greater Christchurch. They vary by the populations they serve, the range of activities and services they provide, and their level of accessibility by public transport.

Defining the role and function of these centres helps to plan their ongoing development as focal points for their communities, and in some cases, as the focus for significant growth in the future.

Centre	Purpose	Locations
Significant urban centres	Focusing employment and service functions in a small number of integrated, significant employment centres and major towns to improve the productivity and growth of economic activity, attract additional business investment, support a vibrant and viable Central City, and better leverage and integrate economic assets.	<ul style="list-style-type: none">Central City (primary centre)Riccarton corridorHornbyPapanui / Merivale corridorPapanui
Major towns		<ul style="list-style-type: none">RollestonRangiora
Locally important urban centres and towns	Supporting greater intensification of people, services and employment to provide better co-location of people with amenities and employment, and provide better connections through public and active modes of transport.	<ul style="list-style-type: none">ShirleyLinwoodNorth HalswellBelfast / NorthwoodLincolnPrebbletonKaiapoiRavenswood / Pegasus / WoodendKey towns outside Greater Christchurch (including Darfield, Leeston, Oxford)Corridors around other high-frequency public transport routes
Key business areas	Providing space for industrial activity and employment primarily; with freight accessibility, as well as accessibility for workers via public and active modes of transport, being important.	<ul style="list-style-type: none">Christchurch Airport / RussleySouth of the Central CitySouthern industrial spine (including iZone)Port of LytteltonOther business areas

The significant urban centres in Christchurch, and the major towns in Selwyn and Waimakariri, will have an important role to play in accommodating higher levels of growth in the future.

Central City	<p>The Central City will remain the primary centre for Greater Christchurch.</p> <p>The Central City is currently underperforming economically, which undermines its vibrancy and long term viability; limits economic concentration; and reduces the attractiveness of Greater Christchurch to business, tourism and talent. The opportunity is to strengthen the form and function of the Central City by:</p> <ul style="list-style-type: none">• Maintaining and supporting its primacy as the main leisure, tourism, economic and transport hub of Greater Christchurch• Incentivising, enabling and supporting it as a focal point for:<ul style="list-style-type: none">○ Business attraction, with significant increases in employment density, high-rise commercial developments, flagship retail, head offices and knowledge intensive services○ Redevelopment for the highest residential densities (ranging from 100 to 200 households per hectare), including multi-storey townhouses, apartments and mixed-use developments• Transitioning the south and south-east general business and industrial areas to comprehensive higher density residential and mixed-use developments.
Riccarton corridor Hagley Park to Upper Riccarton	<p>The opportunity is to develop the currently retail orientated areas of the Riccarton corridor for commercial development and business investment. There is the opportunity to extend knowledge-intensive services, high value jobs and innovative activity from the Central City, linking with the University of Canterbury, along the corridor; supported by high frequency public transport, and over time, mass rapid transit.</p> <p>There is also the opportunity to incentivise and provide for multi-storey townhouses and apartments, achieving average density yields ranging between 70 and 150 households per hectare.</p>
Papanui / Merivale corridor Central City to Papanui	<p>The opportunity is to build on the existing strong retail, hospital / health sector and tourism accommodation provision to provide an intensified corridor connecting through Merivale to the Central City; noting that the Papanui / Merivale corridor is primarily focused on residential (50 to 100 households per hectare), with limited commercial. There is the opportunity to leverage this potential mass rapid transit route.</p>
Papanui	<p>The opportunity is to build on this existing retail and service centre for north Christchurch to provide higher density residential (70 to 100 households per hectare), and address poor quality urban form through regeneration and significant brownfield redevelopment opportunities. The opportunity is to provide a stronger, higher quality northern service centre in Papanui, with high density housing linked by high frequency public transport.</p>
Hornby	<p>The opportunity is to transition the current poor quality urban form of Hornby, which has a wide mix of business and industrial activities, low density and poor quality residential, and low tree cover, into the second sub-regional service centre after the Central City.</p> <p>Hornby is strategically positioned in relation to Christchurch Airport and the western areas of Greater Christchurch. There is the opportunity for regeneration and significant brownfield redevelopment to enhance its urban form, support community integration, and</p>

	provide a stronger and more integrated centre core with the transition of surrounding areas from industrial to high density residential (50 to 100 households per hectare).
Rangiora	<p>Rangiora is a key service and employment centre for surrounding areas; providing a mature and comprehensive offering of employment, retail and community facilities. Its residential stock is lower density.</p> <p>The opportunity is to intensify (residential and commercial) around Rangiora’s town centre, while retaining its character.</p>
Rolleston	<p>Rolleston is a strong residential growth node with high quality infrastructure and a developing town centre providing retail and hospitality. The township is located beside iZone (an inland port and logistics hub). However, employment (commercial and industrial) is still low relative to the size of the population, with most people commuting to Christchurch for employment.</p> <p>In the short term, the opportunity is to build Rolleston’s commercial centre, with higher density residential commensurate with its population.</p>

A mass rapid transit system

A strengthened urban and town centres network in Greater Christchurch will need to have strong connections between centres. This will require more realistic and viable alternatives to private car use.

Mass rapid transit will not only be a transport enhancement to Greater Christchurch's infrastructure, but also a 'city shaping' initiative that is fundamental to the shift in urban form required to help achieve a net zero emissions future.

What is mass rapid transit?

Mass rapid transit is a high frequency and capacity public transport service that runs on a dedicated transport corridor, using modern high quality vehicles. These corridors prioritise public transport, as well as people on foot and bike. Mass rapid transit would be a core component of the public transport network, supported by bus services. It would be a step up from current public transport services in Greater Christchurch.

Key to the success of mass rapid transit in Greater Christchurch:

- **Reliability:** Mass rapid transit vehicles are separated from cars and given priority at intersections, which allows for public transport to be consistently on-time.
- **Speed:** Mass rapid transit travel times are similar if not faster than travelling by car.
- **Frequency:** By operating more regularly, mass rapid transit reduces wait times – 5 minutes or less on average.
- **Capacity:** Mass rapid transit vehicles are high capacity and able to move lots of people.

It is also being mentioned as 'turn-up-and-go' public transport services.

The preferred route

The preferred route for mass rapid transit connects Christchurch's Central City with the key centres of Riccarton, Papanui, Hornby and Belfast (*see Map 3*). The route runs along Papanui Road and Main North Road to the north; Riccarton Road and Main South Road to the west; and along Tuam Street, Manchester Street and Victoria Street in the Central City.

The route provides several benefits:

- A significant proportion of Greater Christchurch's growth over the next 30 years will be focused along these corridors, so development is happening in the right locations.
- It encourages investment in higher density developments and mixed-use areas.
- It provides improved accessibility to key employment areas.

Connections between the districts and the Central City will be provided using direct bus services, including:

- Better intra-district public transport connections
- Direct bus services from the districts to the Central City, principally using the motorway corridors
- Direct connections to the mass rapid transit system
- 'Enhanced' park-and-rides.

Phasing

The preferred route would likely be constructed in two phases to align with population growth and demand.

Phase one would focus on Christchurch's inner core between Church Corner and Papanui to support intensification around highly accessible centres.

Phase two would extend the route to interchanges in Belfast and Hornby.

Map 3: Preferred mass rapid transit route – Phase 1 and 2



Modes

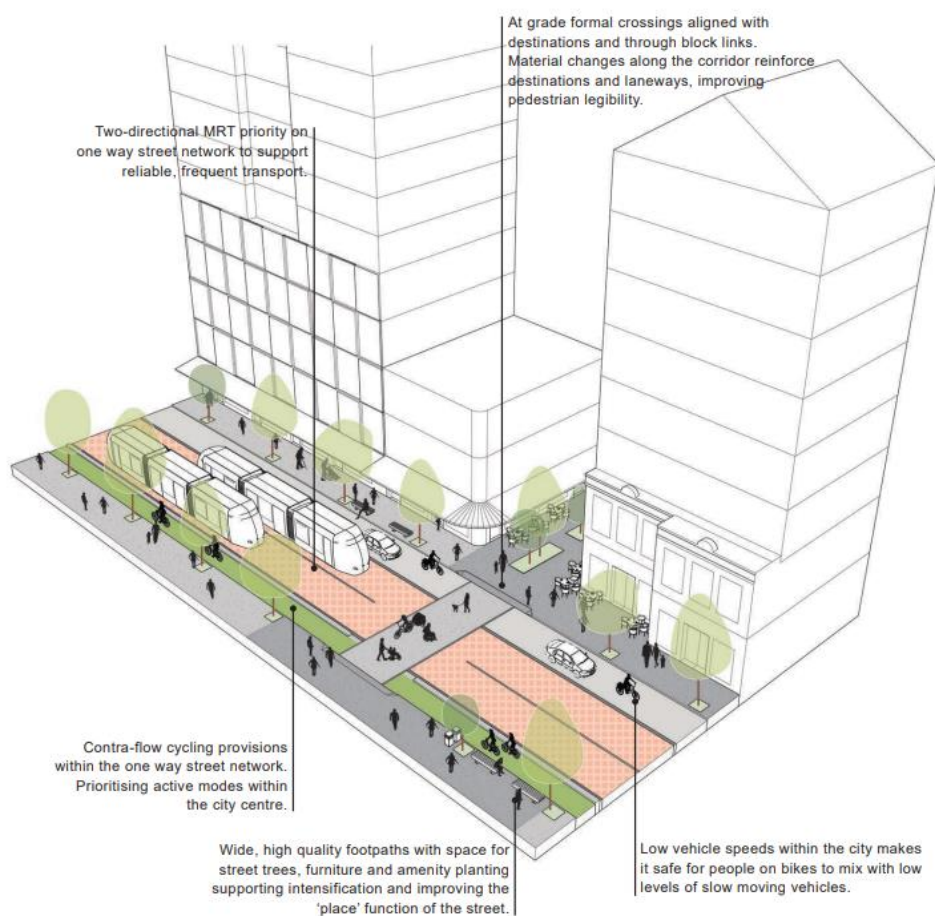
The preferred mass rapid transit route considers either a Light Rail service or a Metro bus service, as both modes have their own package of benefits and constraints. Further investigations will be undertaken in due course with respect to its adaptation to future growth, on its construction, operations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

Urban Design of the route and centres

The introduction of mass rapid transit would require some changes to the neighbourhoods located along the preferred route to maximise the benefits of mass rapid transit. These changes would activate streets around stations and better connect people to where they want to go. This includes prioritising walking and other modes of active transport, and improving their look and feel so they are attractive and safe.

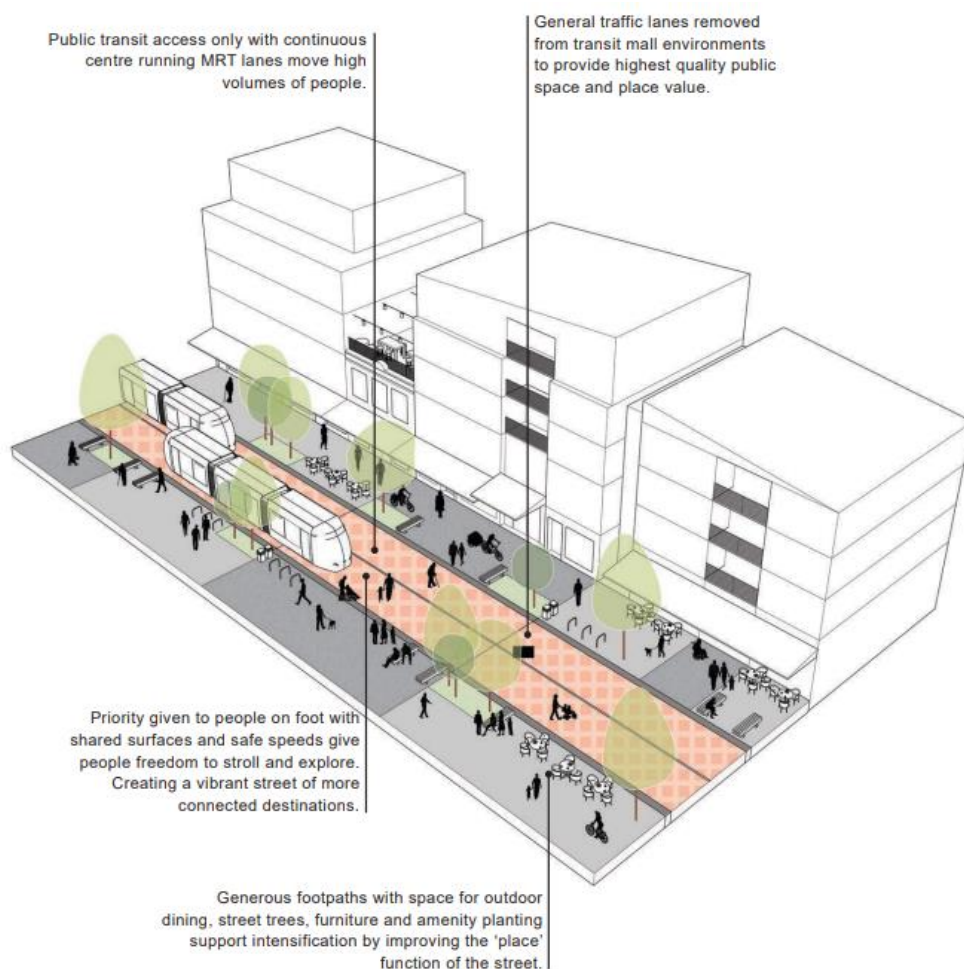
Wider streets along parts of the route would provide opportunities for green spaces, dedicated lanes for active travel and more generous footpaths.

Figure 6: Mass rapid transit neighbourhood urban realm concept



In other cases, the narrower road corridor makes it challenging to provide dedicated space for all users. Mass rapid transit would take up a large share of the road width, limiting the remaining space for other modes of transport. De-prioritising through-traffic within the corridor may be required in some instances, along with the introduction of transit malls, purchasing of land, compromising on the dedicated priority of mass rapid transit and grade separation of mass rapid transit from other vehicles.

Figure 7: Mass rapid transit mall urban realm concept



The success of a mass rapid transit system relies on a substantial shift in the urban form and in the way people travel, to be supported by a wide range of transport interventions as described in *Opportunity 6: Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.*

A collective focus on unlocking the potential of Priority Areas

What are Priority Areas?

Priority Areas are a key tool from the Urban Growth Agenda. They provide a mechanism for coordinated and focused action across multiple agencies to inform, prioritise and unlock public and private sector investment.

Typically, a Priority Area:

- Offers the opportunity for accelerated and/or significant development
- Is complex, in that achieving successful development at the required pace and scale requires a partnership approach
- Are in key locations where successful development gives effect to a spatial plan.

Priority Areas arising from Te Tiriti Partnership

The Priority Areas for Greater Christchurch include areas arising from Te Tiriti Partnership. This recognises that supporting the prosperous development of kāinga nohoanga on Māori Reserves and within urban areas is a priority to be progressed on the basis of Te Tiriti o Waitangi relationships, and as part of partners giving effect to mana whenua's priorities and expectations.

Mana whenua have provided clear expectations for kāinga nohoanga within the original extents of Māori Reserves and within the urban areas of Greater Christchurch. Further work is required in partnership with mana whenua to identify how this priority can be advanced. The advice received to date is that:

- Development of Māori Land for housing, employment and community facilities is to be determined by mana whenua, and enabled and supported by investments in infrastructure by partners in agreement with mana whenua
- The Kāinga Nohoanga Strategy will provide the guidance for implementation of kāinga nohoanga on Māori Land
- Development of housing, employment and community facilities through kāinga nohoanga within urban areas is also a priority for mana whenua
- The Kāinga Nohoanga Strategy will provide direction to partners on how to support and enable kāinga nohoanga within urban areas.

The benefit of including kāinga nohoanga on Māori Reserves and within urban areas alongside other Priority Areas for Greater Christchurch is that they will be recognised as a joint Crown, local government and mana whenua Priority Area within the context of the Urban Growth Partnership framework.

Priority Development Areas

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

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

Priority Regeneration Area

Eastern Christchurch has been identified as a Priority Regeneration Area. This is to recognise the need for a partnership approach to:

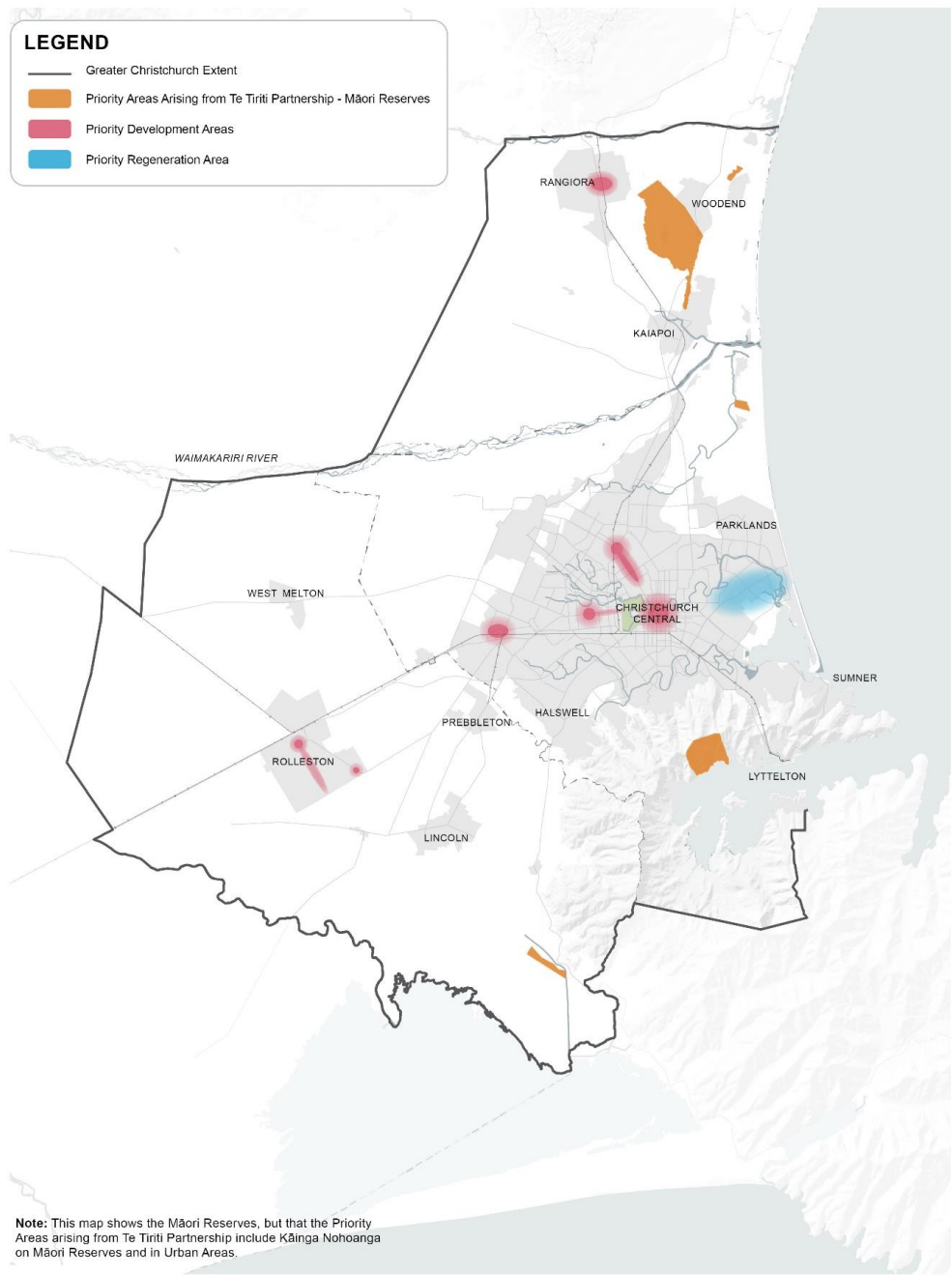
- maximise opportunities for regeneration of housing and business areas in appropriate locations;
- improve accessibility to this area, including its significant recreational assets; and
- support this area to adapt to the impacts of climate change and to strengthen resilience.

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

Table 1: Priority Areas for Greater Christchurch

Priority Areas arising from Te Tiriti Partnership	Priority Development Areas		Priority Regeneration_Area
Kāinga nohoanga on Māori Reserves and within urban areas	Rangiora Town Centre and surrounds		Eastern Christchurch area
	Mass rapid transit phase one corridor	Papanui	
		Central City	
		Riccarton	
	Hornby		
	Rolleston Town Centre and surrounds		

Map 4: Priority Areas for Greater Christchurch



An enhanced and expanded blue-green network

What is a blue-green network?

A blue-green network provides an integrated, whole-of-system approach to the natural environment, the built environment and the interactions of people with these environments. It is a series of spaces and corridors that follow and connect water bodies, parks, green areas and the coast.

The blue elements of the network include rivers, streams, storm water drains and basins, wetlands, freshwater, and coastal water; while the green elements include trees, parks, forests, reserves and greenways.

Principles

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

- **Healthy waterbodies:** Valuing, respecting, and prioritising the health and wellbeing of waterbodies, recognising the vital importance of water.
- **Integration:** Combining green infrastructure with urban development and transport networks.
- **Connectivity:** Using a combination of green infrastructure, ecological restoration and urban design to connect people and communities with nature, and create linkages for flora and fauna.
- **Multi-functionality:** Delivering multiple ecosystem services simultaneously – restoring and enriching habitats for indigenous biodiversity, strengthening resilience to climate change, improving air quality, and increasing community access to recreational opportunities.
- **Regenerative:** Applying a holistic, whole-of-system approach that utilises development as an opportunity to replenish and restore natural processes, respond to climate change, and build community health and resilience.
- **Identity:** Recognising the unique identity of different areas and enhancing local features to create a sense of place.

Integration of principles

The blue-green network principles provide a framework to guide the further work required to achieve the objectives of regenerating the natural environment and strengthening climate resilience.

These principles will be embedded into the work of the partnership and individual partners through:

- The planning and design of the Priority Areas in Greater Christchurch
- The review of councils' planning documents and strategies
- Identifying the best mix of legislative, regulatory, financial and market-based incentives to complement the application of planning provisions
- Supporting the development of local area plans, urban greening strategies and forest plans, new guidelines and regulations that support urban greening and increased tree canopy cover, and exemplar or demonstration projects.

Greater Christchurch blue-green network strategy

The partnership will develop an integrated blue-green network strategy that will:

- Provide a coordinated approach to delivering an enhanced and expanded blue-green network, reflecting the blue-green network principles and the directions outlined under *Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people*
- Spatially identify where priority improvements are required
- Include a blue-green network programme to deliver the strategy's outcomes, including project prioritisation and phasing, and funding mechanisms
- Identify associated planning protection mechanisms to facilitate implementation.

As part of developing the strategy, partners will further investigate a sub-regional green belt concept. Subject to the outcome of this work, a green belt plan could form part of the strategy or be a standalone document.

Figure 8: Green belt concept

Greenbelt Concept

The concept of a greenbelt is to provide areas of land set aside for a range of different activities that have multiple benefits. It is an area where there is a dominance of open space for nature, rural production, and recreation. A greenbelt can be used to provide a large, connected area of natural environment spaces and to limit urban expansion. The range of different land types and land uses is shown below and could be highly natural land such as an existing river or forest, through to a playground, outdoor education or campground.



Part 1 – Growth in appropriate places

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

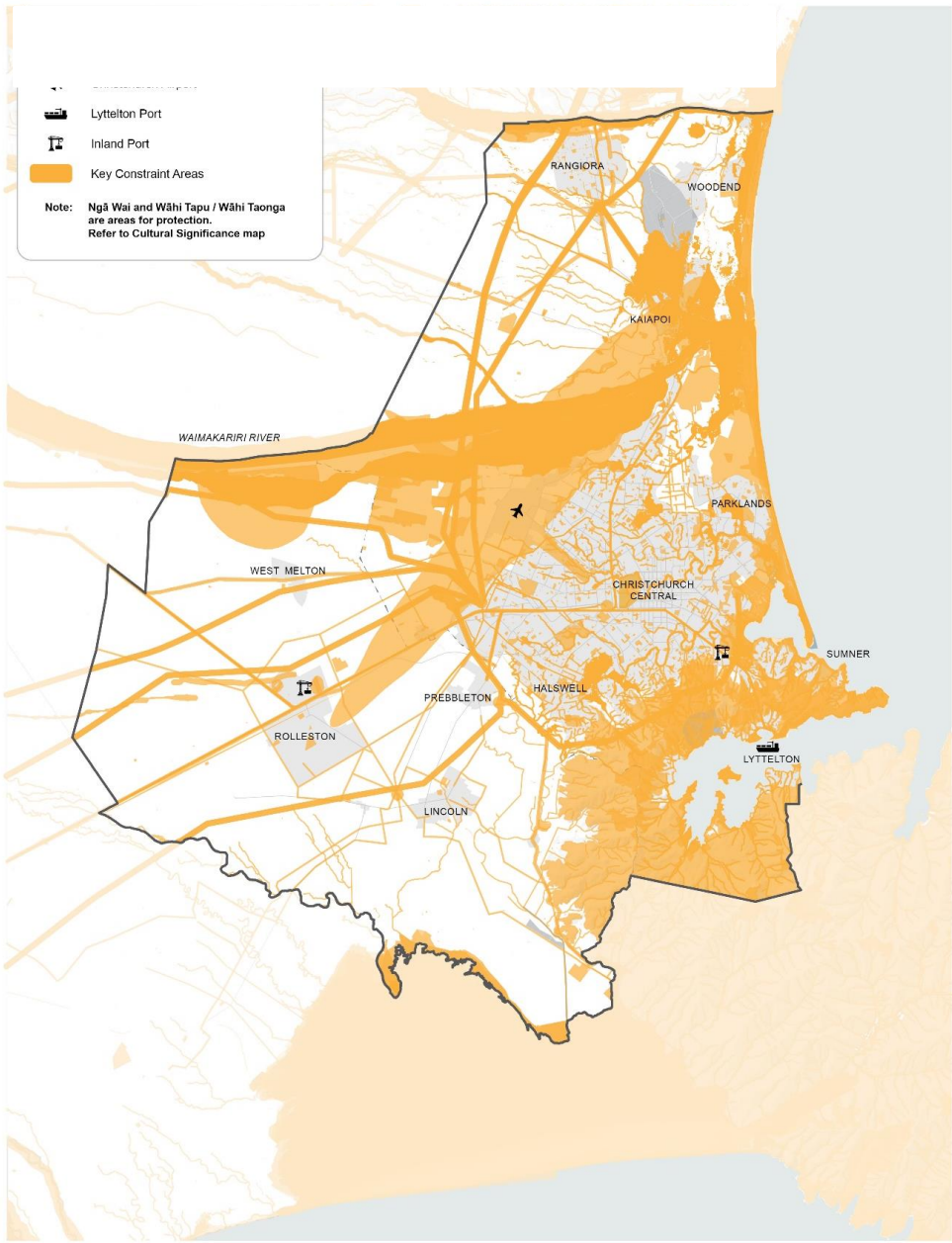
Areas to protect	Areas to avoid or mitigate
<ul style="list-style-type: none">Sites and areas of significance to MāoriEnvironmental areas and featuresGroundwater protection zoneHighly productive landStrategic infrastructure	<ul style="list-style-type: none">Areas vulnerable to a high risk of floodingAreas vulnerable to a medium or high risk of coastal inundation, coastal erosion and tsunami inundationAreas at risk from rockfall, cliff collapse, mass movement and fault lines

The methodology and reasoning for identifying the areas to protect and avoid, or potentially mitigate, is set out in the *Areas to Protect and Avoid Background Report*. The sites and areas of significance to Māori have been identified by mana whenua for district plan processes. The sensitivity of these sites and areas to urban development is a matter for engagement with mana whenua – not as part of a technical assessment.

Layering all the areas to protect and avoid or mitigate on top of each other highlights the most constrained areas of Greater Christchurch for development (see Map 5). These areas include the eastern areas along the coastline, the Port Hills and Te Pātaka a Rākaihautū / Banks Peninsula, the areas to the north-west of Christchurch, and the areas surrounding Kaiapoi. These parts of the city region are affected by a variety of natural and man-made factors. The presence of Wāhi Tapu, Wāhi Taonga and Ngā Wai are also matters of further significance, where any urban encroachment will require engagement with and consideration by mana whenua.

It's important to note that the mapping in this section is based on the best available information from each council. It is acknowledged that for flood hazard areas, this map shows differing return periods as the basis for areas to avoid, or mitigate, based on the best available mapping information from each territorial authority. Where this map is used for the basis of assessment of specific locations of growth, the specific risk and mitigation framework applicable to the local authority area should be used.

Map 5: Key constraint areas



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

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

Context

- There are many sites and areas of significance to Māori in the Greater Christchurch area, reflecting the historic occupation and movement of Māori across the landscape for over a thousand years.
- Recognition of a cultural landscape is important to Ngāi Tahu identity, as it affirms connections to place and in some instances the opportunity for continuing cultural practices.
- Identifying cultural landscapes provides for the protection of Wāhi Tapu and Wāhi Taonga.
- There is the opportunity to integrate te ao Māori into planning and designing the built form of Greater Christchurch, and re-establishing a cultural presence.
- Both Māori and European cultural and historic heritage contribute to the identity of the Greater Christchurch area. It is important these values are recognised and protected through the Spatial Plan for the benefit of current and future generations.

Direction

- 1.1 Protect Wāhi Tapu from urban development
- 1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai
- 1.3 Protect, recognise, and restore historic heritage

Direction

1.1 Protect Wāhi Tapu from urban development

1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai

The Greater Christchurch area encompasses a number of sites and areas of significance to Māori (see Map 6). This includes those recognised as Wāhi Tapu, Wāhi Taonga, Ngā Tūranga Tūpuna and Ngā Wai.

The protection of sites and areas of significance to Māori for the benefit of current and future generations is essential to the cultural identity of Greater Christchurch, acknowledging that their protection is a matter for engagement with mana whenua. It is important that the relationship mana whenua has with these sites and areas is able to be maintained and enhanced, which means urban development must be in locations that do not impact on them.

Wāhi Tapu

Wāhi Tapu are sites and places that are culturally and spiritually significant to the history and identity of mana whenua. They include sites such as urupā, pā, maunga tapu, kāinga, tūranga waka and places where taonga have been found. The term is generally applied to places of particular significance due to an element of sacredness or some type of restriction as a result of a specific event or action. Wāhi Tapu sites are to be protected according to tikanga and kawa to ensure the sacred nature of those sites is respected.

Wāhi Taonga

Wāhi Taonga are treasured places that have high intrinsic value and are valued for their capacity to shape and sustain the quality of life, and provide for the needs of present and future generations. Access to these areas is important to Ngāi Tahu identity.

Ngā Tūranga Tūpuna

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

Ngā Wai

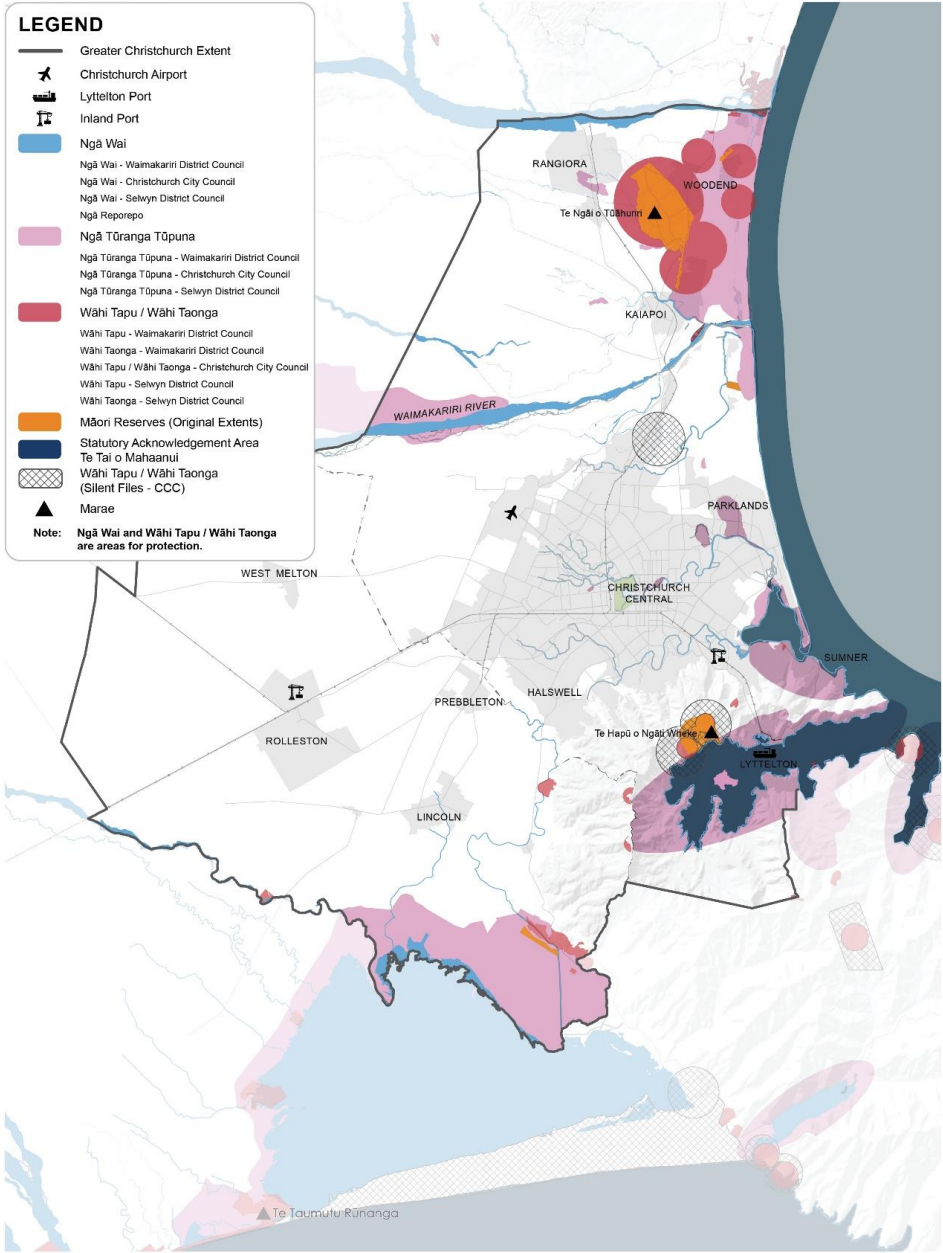
Ngā Wai encompasses water bodies and their margins, and include ngā awa (rivers), ngā roto (lakes), ngā hāpua (coastal lagoons), ngā repo (wetlands) and ngā puna (springs).

The entire coastline of Te Tai o Mahaanui is recognised as Ngā Wai. Te Ihutai / Avon-Heathcote Estuary, and the Ōtākaro / Avon, Ōpawaho / Heathcote and Pūharakekenui / Styx rivers, and a number of their tributary streams, in Christchurch City are identified as Ngā Wai. Throughout the Selwyn and Waimakariri districts, a variety of rivers are also identified as Ngā Wai, including the Waimakariri and some of its tributaries, the Waikirikiri / Selwyn and Hurutini / Halswell, along with Te Waihora / Lake Ellesmere.

1.3 Protect, recognise, and restore historic heritage

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

Map 6: Sites and areas of significance to Māori



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

There are some areas of Greater Christchurch that are subject to significant risks from natural hazards and the effects of climate change. The Spatial Plan ensures that future development is directed away from these areas, investment in infrastructure reduces exposure and the resilience of communities in these areas is increased by taking action.

Context

- Climate change is increasing the likelihood of more frequent and severe natural hazards, including storms, flooding, coastal inundation and erosion, land instability, heat waves, droughts, high winds, and fires; as well as slower onset effects such as sea level rise.
- Low-lying coastal areas are particularly exposed to natural hazards, such as flooding and tsunamis.
- Climate change is already impacting local ecosystems and communities, and is disproportionately affecting mana whenua and vulnerable communities.
- Essential infrastructure is at risk, with the potential for disruption to power, transport and water supply during an extreme natural hazard event. These impacts could have serious consequences for human health, livelihoods, assets and the liveability of places.
- The decisions made now on how urban areas will grow and change will influence the patterns of exposure and vulnerability to natural hazards in the future.
- Focusing growth away from hazardous locations, investing in infrastructure that reduces exposure and adapting urban areas by incorporating functional elements into the blue-green network can all help to reduce some of the risks.
- In a global context, greenhouse gas emissions on a per capita basis are extremely high in Greater Christchurch. An emissions inventory for Christchurch City for the 2018/19 financial year showed that more than half of its total emissions came from the transport sector. It is acknowledged that achieving a low carbon future for greater Christchurch will require the provision of reliable renewable energy.

Direction

- 2.1 Focus and incentivise growth in areas free from significant risks from natural hazards
- 2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards

Direction

2.1 Focus and incentivise growth in areas free from significant risks from natural hazards

A number of areas in Greater Christchurch are vulnerable to flooding, particularly in the low-lying eastern areas of Christchurch and areas surrounding Kaiapoi; while coastal areas are vulnerable to sea level rise, coastal inundation and erosion, and tsunamis (*see Map 7*).

Earthquakes are also a significant risk factor. The related risks of cliff collapse, rockfall and mass movement are constraints on development that particularly affect the hill suburbs of Christchurch.

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

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

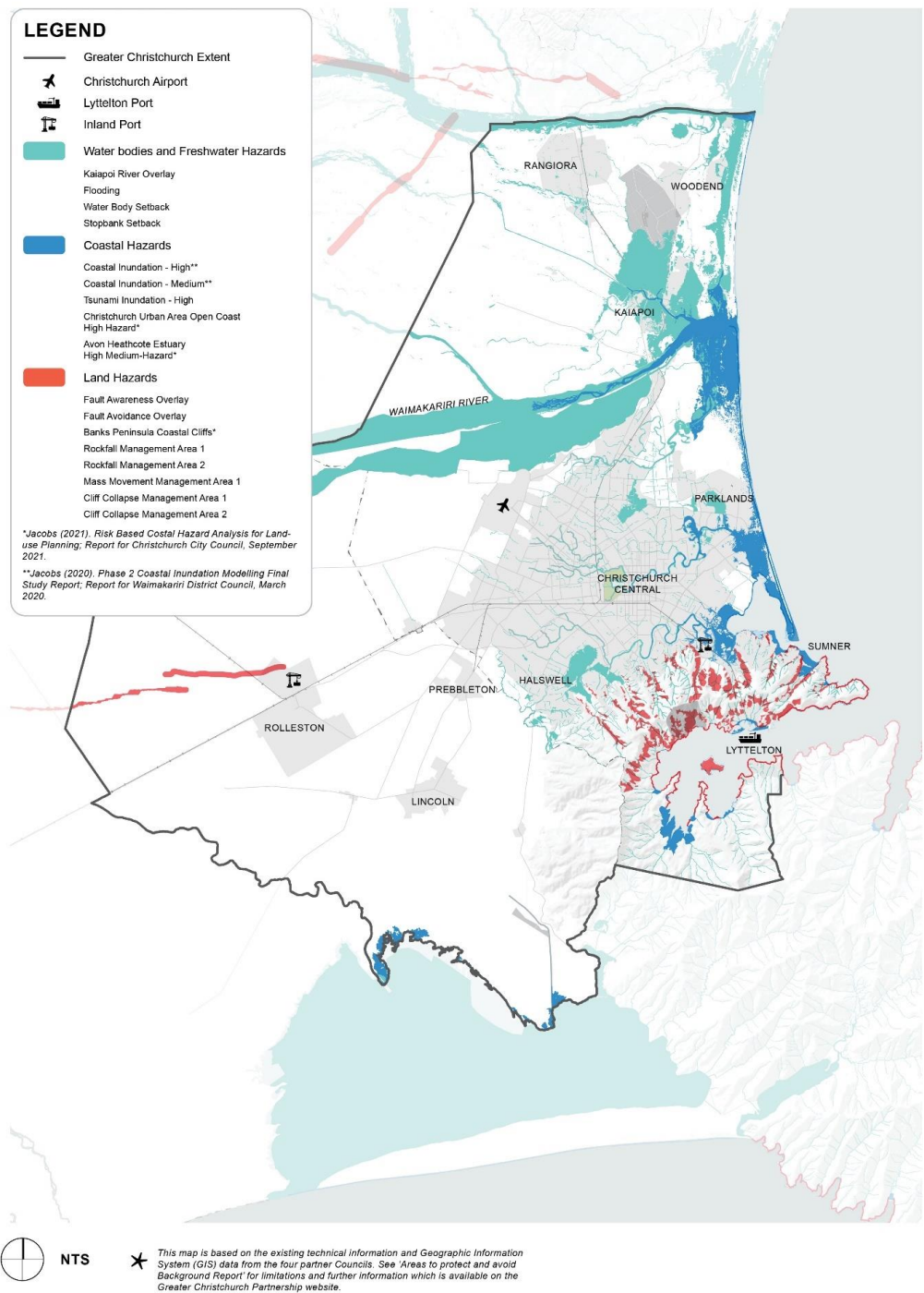
2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards

Climate resilience means reducing greenhouse gas emissions, responding to known risks from climate change, and enhancing the capacity of communities and ecosystems to recover and adapt to a changing environment.

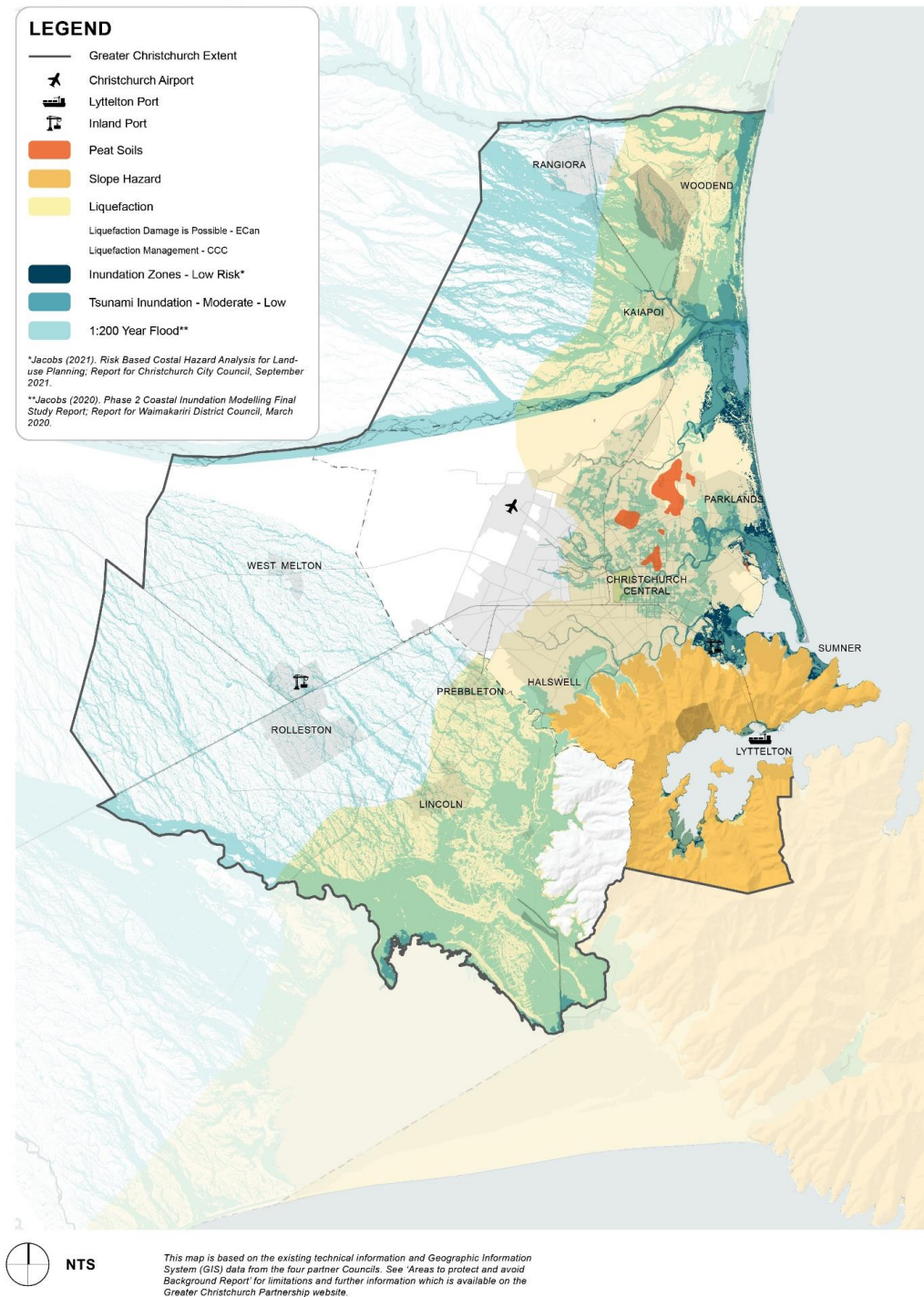
Key ways to build resilience to climate change and natural hazards in Greater Christchurch include:

- Reducing transport emissions by supporting more people to live, work, shop, recreate and socialise within close proximity, and to use public transport when they do need to travel, by focusing growth through targeted intensification around centres and along public transport corridors.
- Recognising interdependencies in the infrastructure sector, especially between telecommunications and electricity, and acknowledging the role they play in responding to, and recovering from, natural hazard events.
- Focusing growth away from areas likely to be more exposed to natural hazards that will be exacerbated by climate change, such as flooding and coastal erosion, while acknowledging that strategic infrastructure sometimes needs to operate in areas affected by natural hazards.
- Protecting and restoring the natural environment to support communities and ecosystems be more resilient to climate change and natural hazards. Opportunities for Greater Christchurch include promoting enhanced coastal and wetland reserves to reduce flood risk, establishing new green spaces to help absorb and treat rainwater, planting trees to shade and cool urban areas, and creating new or enhanced forested areas.

Map 7: Areas subject to natural hazard risks



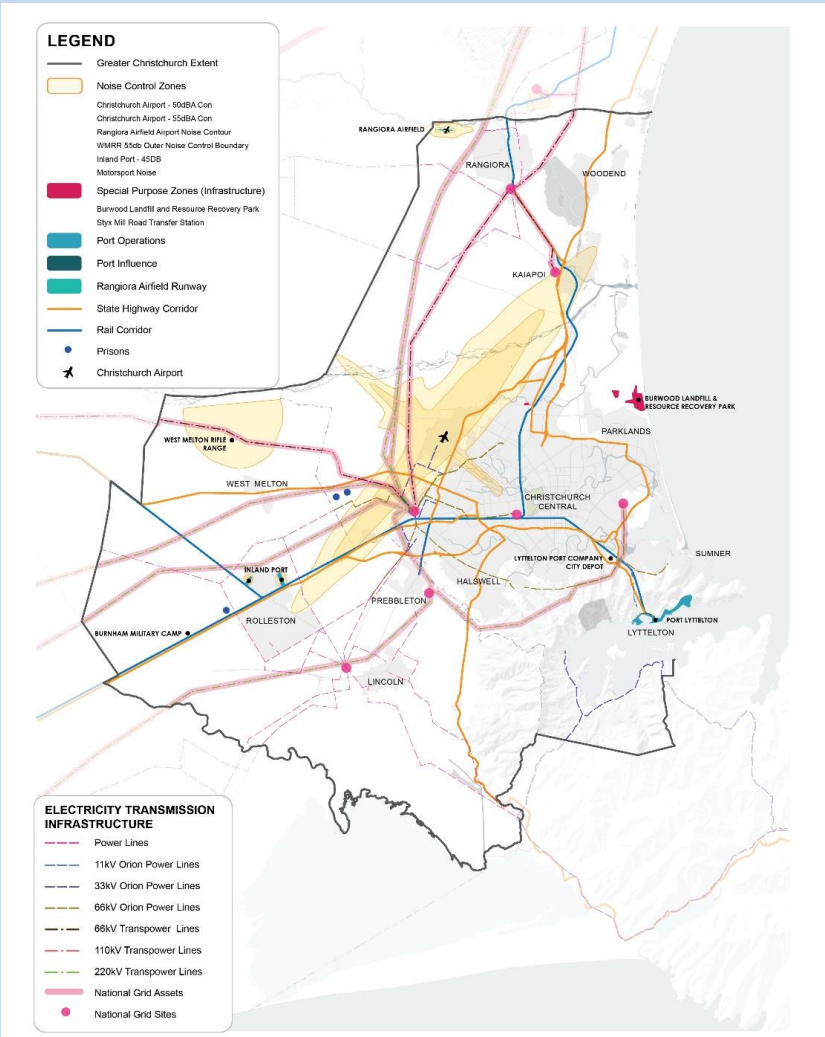
Map 8: Areas subject to moderate natural hazard risks



Protecting strategic infrastructure

Urban development should be carefully managed around strategic infrastructure to ensure the safety and wellbeing of residents, and to safeguard the effective operation, maintenance and potential for upgrades of this infrastructure. Key strategic infrastructure in Greater Christchurch includes Christchurch Airport, the Port of Lyttelton, the inland ports at Rolleston and Woolston, state highway and rail corridors, the National Grid and the electricity transmission and distribution network (see Map 9).

Map 9: Key strategic infrastructure



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

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

A healthy natural environment is intrinsically linked with the wellbeing of people and places. The Spatial Plan recognises the importance of the natural environment as the foundation for the future of Greater Christchurch, particularly in the context of climate change and the urgent need to strengthen climate resilience. It commits to working with nature, not taking it over, when looking to the future.

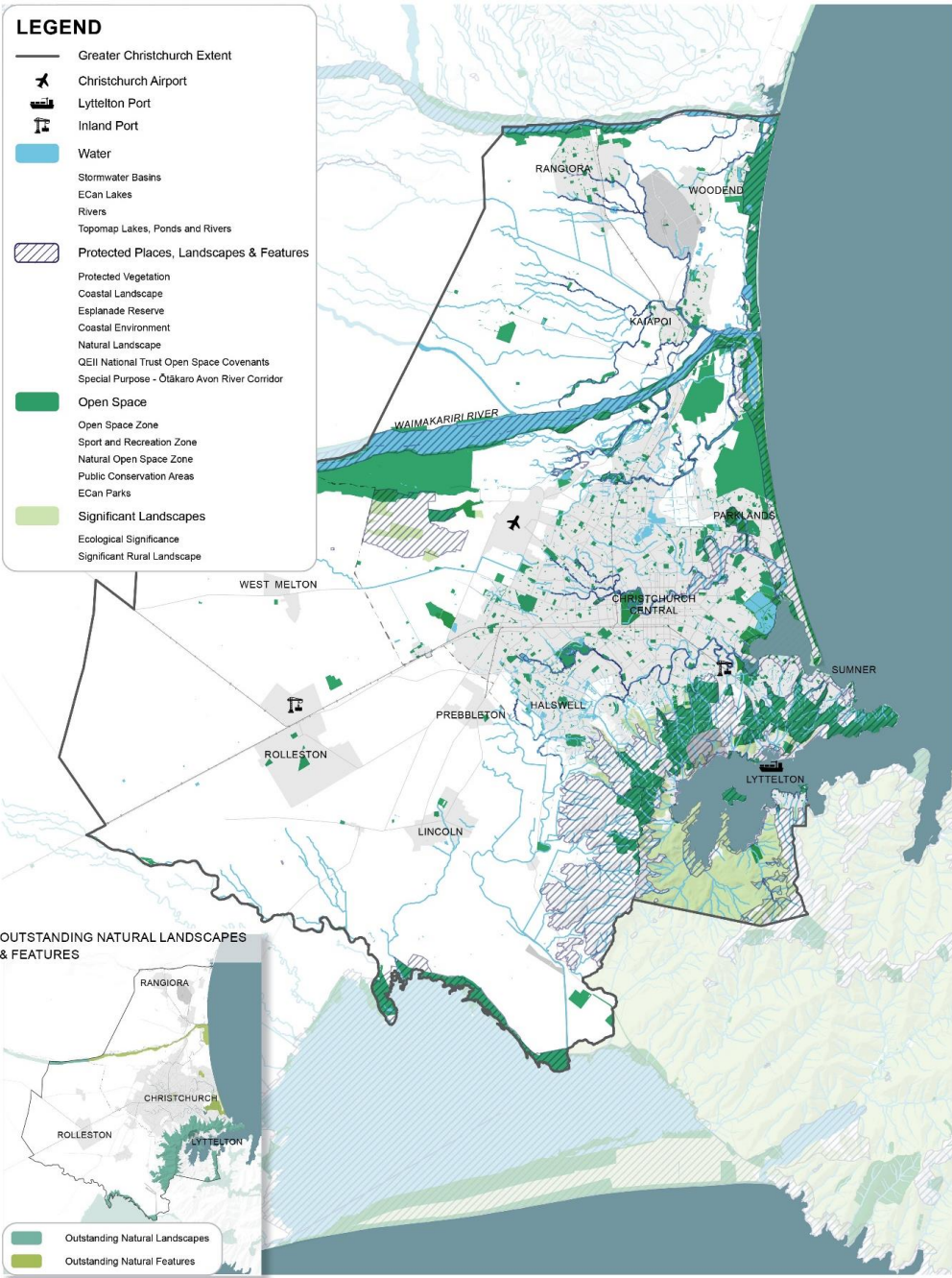
Context

- The state of water bodies continues to degrade, with most having water quality issues and being in a poor state of cultural health. Groundwater that supplies Greater Christchurch's drinking water is at risk from changes to land use, increasing demands for water and the effects of climate change.
- There is currently good access to green spaces, although further planning and investment into parks and open spaces will be needed as the population grows.
- The tree canopy has declined over time, which has reduced habitats for wildlife, the amenity of urban environments, community wellbeing and climate resilience.
- Reductions in the extent and quality of the environment have had a detrimental effect on mana whenua and their relationship with water and natural resources.
- Highly productive soils have been lost to urban development and land fragmentation.
- Air quality has improved overall over the last decade, albeit some areas and communities still experience poor air quality.
- Te ao Māori provides a holistic and integrated approach to using, managing and protecting natural resources by acknowledging the inter-connectedness of all elements of the natural and physical world.

Direction

- 3.1 Protect areas with significant natural values
- 3.2 Prioritise the health and wellbeing of water bodies
- 3.3 Enhance and expand the network of green spaces
- 3.4 Protect highly productive land for food production
- 3.5 Explore the opportunity of a green belt around urban areas

Map 10: Environmental areas and features



The Greater Christchurch area is defined by a unique network of water bodies, including braided rivers with alpine origins, and spring-fed rivers and streams that flow through the urban environment and estuaries before reaching the coast. Its key blue elements include the Waimakariri, Ōtākaro / Avon and Ōpāwaho / Heathcote rivers, and Te Ihutai / Avon-Heathcote Estuary. The north-eastern shores of Te Waihora / Lake Ellesmere are also within the defined area of Greater Christchurch.

Key green elements in the Greater Christchurch area include the Ashley Rakahuri Regional Park, Waimakariri River Regional Park, Waitākiri / Bottle Lake Forest Park, Tūhaitara Coastal Park, the coastal environment, the Port Hills, parts of Te Pātaka a Rākaihautū / Banks Peninsula, local parks and open spaces, and the larger green spaces found in Christchurch – namely Hagley Park and the Ōtākaro Avon River Corridor. The dry grasslands of the Canterbury Plains also connect the city region to the wider Waitaha / Canterbury region.

Direction

3.1 Protect areas with significant natural values

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

Greater Christchurch has many outstanding environmental areas, features and landscapes (*see Map 10*). Urban development must be focused away from areas with significant natural values and areas of cultural significance that include Wāhi Tapu and Wāhi Taonga. It is important that any possible encroachment of development on these areas is avoided, or involves early engagement and agreement with mana whenua.

3.2 Prioritise the health and wellbeing of water bodies

Water is a taonga that is culturally significant to Māori and essential to the wellbeing of all communities. Greater Christchurch has an integrated network of rivers, streams, springs, groundwater and aquifers, linked to estuaries and wetlands in the coastal environment. Restoring the health and wellbeing of water bodies, including wetlands, is a priority for the city region, and recognises Te Mana o te Wai - that protecting the health of freshwater protects the health and well-being of the wider environment, restoring and preserving the balance between the water, the wider environment, and the community.

Taking an integrated, catchment-based approach will support a higher quality water environment in Greater Christchurch. This also accords with and supports the Te Ao Māori principle of ki uta ki tai - which is concerned with the sustained integrity and functioning of all elements of the natural environment and their inter-connection, including with people. Examples of how this could be achieved include supporting waterway and wetland restoration and enhancement projects, setting extensive development setbacks from waterways, day-lighting urban waterways, and incorporating water sensitive urban design. Buffering water bodies with a riparian zone will also improve water quality and biodiversity, protect banks from erosion, alleviate the impacts of flooding, and support other amenity and recreational values.

The groundwater protection zone in Greater Christchurch must also be protected (*see Map 11*). This area covers the aquifers that provide the city region with its drinking water, which are vulnerable to contamination.

3.3 Enhance and expand the network of green spaces

Indigenous biodiversity is important to the environment, culture, society and economy of Greater Christchurch. For Māori, the connection with nature is one of whakapapa.

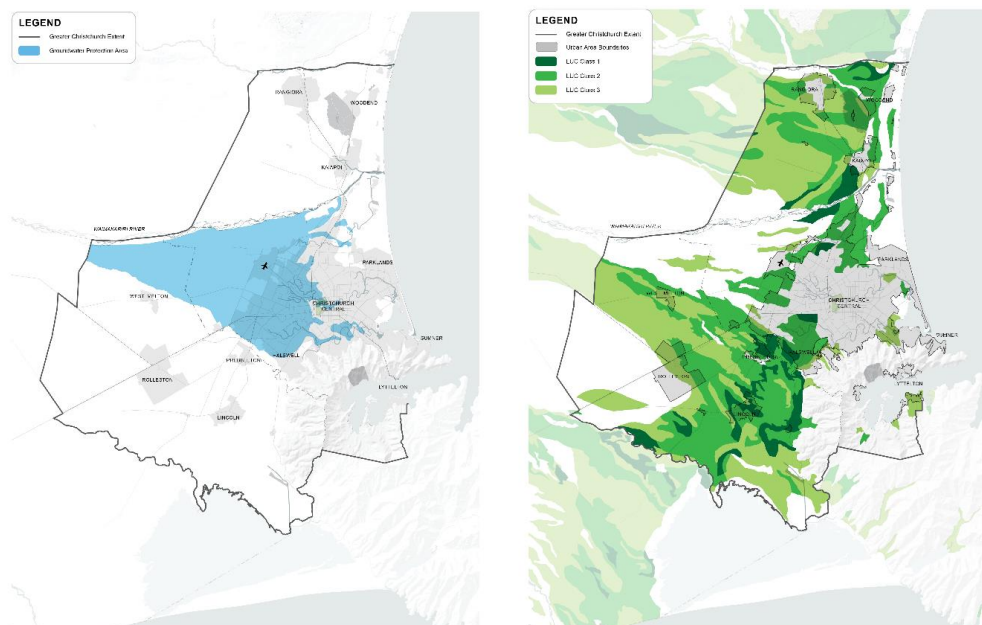
An enhanced and expanded network of green spaces will improve biodiversity, support access and connectivity, and promote active travel. The vision is that every centre and town is connected to another via a

green corridor. Opportunities to improve green connections include creating new green spaces; planting along waterways, streets and major transport routes; growing urban forests; and integrating public green spaces into major development projects. Creating stronger links to the Port Hills and Te Pātaka a Rākaihautū / Banks Peninsula is a particular opportunity to support increased biodiversity.

Improving the quality of the environment in existing and proposed higher density areas is critical. This can be achieved by designing and integrating vegetation (particularly trees) and indigenous biodiversity into these areas through enhanced streetscapes, parks and other public spaces, and with green spaces incorporated into private developments.

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

Map 11: Groundwater protection zone / Map 12: Land Use Capability Class 1-3 soils



3.4 Protect highly productive land for food production

Land that is particularly good for food production is a scarce and finite resource that has been lost as a result of urban expansion and land fragmentation. The highly productive soils found in parts of Greater Christchurch are a valuable resource (see Map 12).

The National Policy Statement for Highly Productive Land requires highly productive land to be protected from urban development, with some exceptions. Focusing urban development within the existing urban area – growing ‘up’ rather than ‘out’ – will help protect the best soils for agriculture. Where development does need to occur outside the existing urban area, this should avoid highly productive land where possible.

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

3.5 Explore the opportunity of a green belt around urban areas

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

The concept of a green belt in Greater Christchurch needs to be explored in more detail and this will be undertaken as part of the development of a blue-green network strategy. The ‘Ecological enhancement / green belt’ notations shown on Maps 2 and 14 are indicative of the location of ecological enhancement / greenbelt

areas, and their specific location is to be further investigated. The areas in between the approximate green belt locations and the current or future urban areas identified in these maps do not indicate further urban development is necessarily anticipated in these areas.

Part 2 – An urban form for people and business

Opportunity 4: Enable diverse, quality and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs

The homes and communities that people live in provide the foundations for their wellbeing. Greater Christchurch's population is growing and changing, which will impact how and where people live. The Spatial Plan focuses on providing greater housing choice to meet the diverse needs of the community, including the need for more affordable homes; as well as enabling more people to live in places that are well-connected to employment, education, social and cultural opportunities.

Context

- Greater Christchurch has maintained a good supply of housing that is relatively affordable for middle to high income households, especially compared to other parts of the country.
- Delivering enough affordable housing continues to be a significant challenge, with an estimated 35,000 households in Greater Christchurch defined as being under housing stress in 2021.
- The current mix of housing types will not be suitable to meet needs in the future, particularly with the increase in one-person households and need for more multi-generational housing.
- The prosperity and wellbeing of Māori have been impacted by legislation, planning provisions and urban development strategies that have failed to recognise and prioritise the development of Māori Reserves or recognise the housing needs of Māori within urban areas. Housing options that meet the needs of Māori whānau are very limited in Greater Christchurch's urban areas.
- The level of accessibility to employment, services, green spaces and public transport varies across different parts of Greater Christchurch.
- The National Policy Statement on Urban Development and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act have removed barriers to development to allow growth 'up' and 'out' in locations with good access to existing services, infrastructure and public transport.

Direction

- 4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas
- 4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand
- 4.3 Focus and incentivise intensification of housing to areas that support the desired pattern of growth
- 4.4 Provide housing choice and affordability
- 4.5 Deliver thriving neighbourhoods with quality developments, quality housing and supporting infrastructure

Direction

4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas

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

Many Māori live within Greater Christchurch's urban areas where existing zonings do not contemplate or appropriately provide for kāinga nohoanga as a housing outcome. Consequently, the cultural needs of Māori have been overlooked.

A particular issue in supporting kāinga nohoanga is to ensure that infrastructure is provided that meets the needs of mana whenua for future development of kāinga nohoanga on Māori Land, with a specific focus on MR873 at Tuahiwi. Whilst policy and plan changes have occurred to enable kāinga nohoanga, this has not been supported with investment in infrastructure.

Within urban areas, it is assumed that the development of kāinga nohoanga will be able to be accommodated within the capacity of existing infrastructure or planned infrastructure upgrades.

Development of kāinga nohoanga is to be supported by partners as part of the commitment to give effect to mana whenua expectations and priorities. This will require a partnership with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve Land and within urban areas to ensure that there is sufficient capacity in, and feasible access to, local networks to enable this.

Further work between mana whenua and councils is needed to remove residual barriers in the planning framework, including the rezoning of all Māori Reserves and partnership in the provision of infrastructure to enable the development of Kāinga Nohoanga on Māori Land and within urban areas.

Key commitments and actions required to deliver this direction

- Partner with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve Land to ensure that there is sufficient capacity in, and feasible access to, local networks, to enable this.
- Partners to invest and provide infrastructure to support the development of MR873 and ensure mana whenua are active partners in decision making for these investments.
- Support mana whenua with upgraded infrastructure where needed in urban areas to enable kāinga nohoanga.
- Ensure that any future urban form for Greater Christchurch does not preclude or prevent the growth and development of Māori Reserve Land as settlements to the fullest extent possible. This includes ensuring Māori Land is not used or taken for public infrastructure required to service development on adjoining or proximate land.
- Ensure policy does not impede the ability to establish urban kāinga nohoanga.
- Enable and support the implementation of the Kāinga Nohoanga Strategy, which will set the expectations and implementation requirements to enable and support kāinga nohoanga.

- Initiate a process to rezone MR892 and MR959.

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

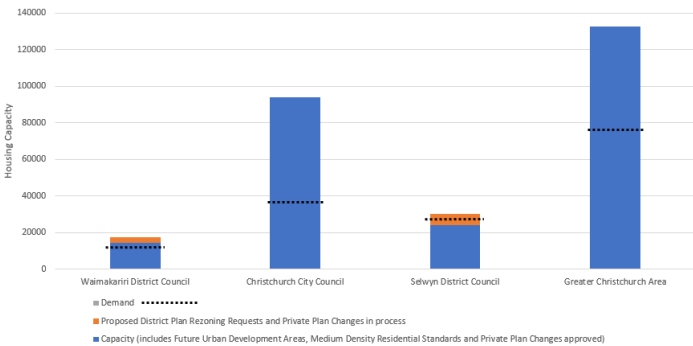
Meeting the projected demand for housing over the next 30 years is not a major issue for Greater Christchurch. This is particularly with additional greenfield areas being recently rezoned through private plan changes, and further intensification enabled across the city region as required by the National Policy Statement on Urban Development and Resource Management (Enabling Housing Supply and Other Matters) Amendment Act. In addition to these recent rezonings, greenfield areas are also being considered through rezoning submissions on the Selwyn and Waimakariri District Plan Review processes – the outcomes of which are yet to be determined.

Table 2: Sufficiency of housing development capacity to meet projected demand (2022 – 2052)

	Feasible capacity		Demand with margin		Surplus / Shortfall	
	Medium term (0 – 10 years)	Long term ¹ (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)
Waimakariri	5,950	14,450	5,600	13,250	+350	+1,200
Christchurch	94,000	94,000	14,150	37,500	+79,850	+56,500
Selwyn	11,550	24,100	10,000	27,350	+1,550	-3,250
Total	111,500	132,550	29,750	78,100	+81,750	+54,450

Based on the assumption that housing demand remains constant over time, a 60-year housing bottom line could translate into a requirement to accommodate an additional 160,000 households in Greater Christchurch – the equivalent to almost one million people living in the city region. This longer term growth could still be largely accommodated by the current housing development capacity in the city region as a whole as these figures also do not take account of the potential capacity from higher densities, which during the long term is likely to become more feasible and common in the market.

Figure 9: Sufficiency of housing development capacity to meet projected demand (2022 - 2052)



The response to long term shortfalls will be through exploring the feasibility of intensification, especially around centres and public transport routes, and increasing minimum densities for new greenfield areas. The

¹ The NPS-UD defines feasible capacity in the long term as either based on “commercially viable to a developer based on the current relationship between costs and revenue, or on any reasonable adjustment to that relationship”. In Table 2 the capacity in the medium and long term for Christchurch City is the same because the assessment only calculates the “current relationship”. This is a conservative approach, as development feasibility is likely to improve in the long term (30 years) which means that the amount of feasible capacity can be expected to be higher than shown in the table. For Selwyn and Waimakariri Districts, the assessments assume that historic trends continue into the long term. The capacity assessments also have to be undertaken every 3 years as a minimum, which will enable the assumptions to be reassessed.

broad locations for residential growth are shown in *Map 14 under Opportunity 5*. The Priority Development Areas will also be a significant tool to incentivise redevelopment and higher density housing (see the *A collective focus on unlocking the potential of Priority Areas* section). Further to this, broad locations for new residential development to provide additional capacity should align with the direction in the Spatial Plan and desired pattern of growth. Identifying broad locations for residential development, should be guided by the Spatial Strategy, including the six opportunities, directions and the overarching directions that shape the desired pattern of growth. Broad locations should, at a minimum:

1. Be adjacent to, near, or within a Significant Urban Centre, Major Town or a Locally Important Urban Centre in Greater Christchurch;
2. Be accessible to either MRT, Core Public Transport Routes or New / Enhanced Public Transport Routes;
3. Protect, restore and enhance the natural environment, historic heritage, and sites and areas of significance to Māori;
4. Be free from significant risks arising from natural hazards and the effects of climate change; and
5. Be cognisant of the landscape and visual context, integrate with natural features and align with good urban design principles.

4.3 Focus and incentivise intensification of housing to areas that support the desired pattern of growth

The focus of the Spatial Plan is to encourage greater intensification and higher densities around centres and public transport routes. The benefits of intensification in line with this desired pattern of growth include:

- More people living in closer proximity to services and employment
- A competitive public transport system to encourage mode shift
- Less reliance on private vehicle use
- A reduction in greenhouse gas emissions
- Efficient and effective use of existing infrastructure
- More affordable and diverse housing choices
- Less need for urban expansion onto highly productive land.

Greater intensification (medium and high density) is also being enabled as directed under the Resource Management Act (Intensification Instruments) and the National Policy Statement on Urban Development. This national direction enables greater intensification to occur across large parts of the urban area that may not necessarily be in close proximity to centres and public transport routes. The approach to focus intensification around centres and public transport routes will need to rely less on traditional planning tools (e.g. zoning) and look more at incentivisation, partnerships and investment. A broad range of statutory and non-statutory tools will be relied upon for improving the feasibility of intensification to support the desired pattern of growth.

A key approach to targeting intensification in the preferred locations is to identify Priority Development Areas, which are areas that the partnership will take a coordinated effort at a given time. They provide a mechanism for coordinated and aligned action across multiple agencies; to inform, prioritise and unlock investment, and drive collective accountability.

4.4 Provide housing choice and affordability

Greater intensification around centres and along public transport routes will help provide a range of dwelling types to meet the changing demand profile in Greater Christchurch, particularly from an aging population. This includes providing for the projected higher demand for smaller, more affordable units.

This will mean new housing will increasingly move towards medium and higher density housing types, such as townhouses, terraced housing and apartments. This will help to increase the variety of housing, including more affordable options. However, to do this across a spectrum of housing choice and demand, the intensification focus needs to be combined with continuing to provide for diverse forms of housing and some greenfield areas in appropriate locations.

The focus on targeted intensification will support an urban form that helps address the strategic opportunities and challenges facing the city region, and to help address housing affordability for low income households.

Figure 10: Population growth by age group in Greater Christchurch

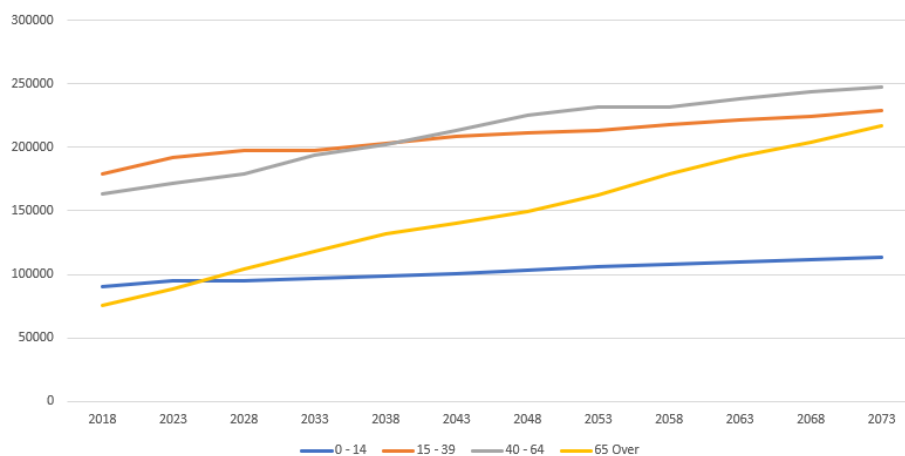
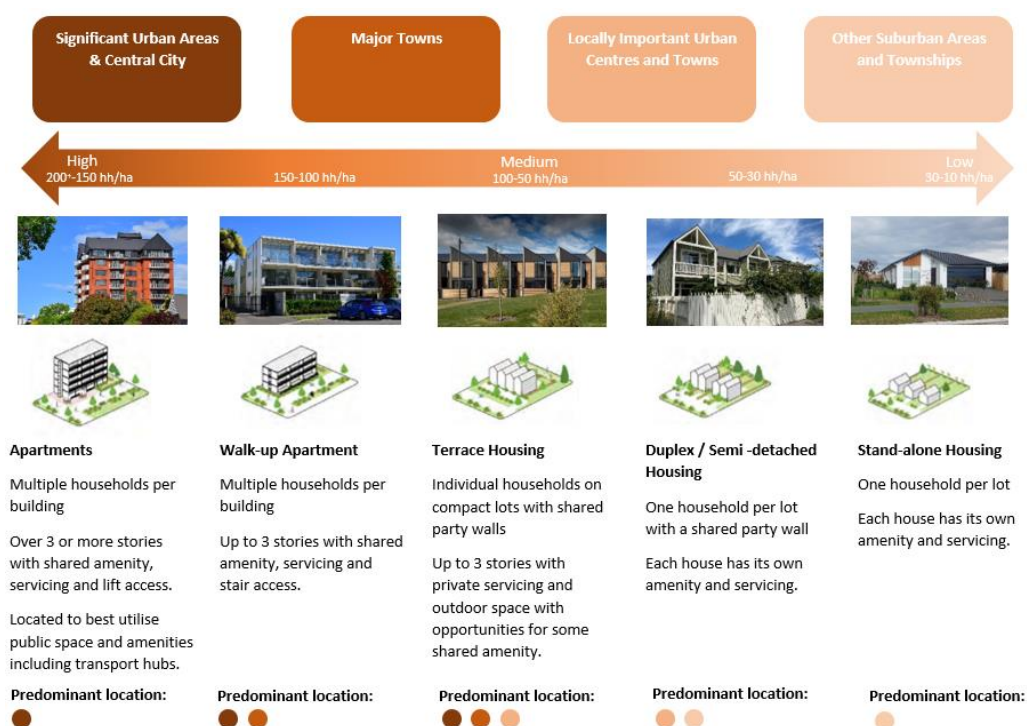


Figure 11: Housing typologies by density



Social and affordable housing needs

In comparison to other major urban centres in Aotearoa New Zealand, housing in Greater Christchurch is relatively affordable. However, the provision of social and affordable housing will become an increasingly critical issue.

Enabling higher density housing developments at different price points will be vital to meeting the projected increase in demand for smaller, more affordable dwellings. The cost of housing, both home ownership and renting, will continue to represent a significant component of household expenditure. New households will have different housing preferences and affordability constraints, but to better align the total housing stock across Greater Christchurch with the overall household composition, new development would need to favour smaller and more affordable housing types.

Smaller and multi-unit dwellings that take advantage of more efficient building construction techniques, and adopt new home ownership and rental models, can aid the provision of more affordable homes. Housing should meet the needs of the population at all stages of life.

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

Greenfield

The creation of 'greenfield' areas will continue to be part of how we accommodate more people so that we can provide a range of lifestyle choices that our communities value. The focus of our spatial plan and greenfield development, is to encourage positive change in our urban form and function, recognising that while housing capacity needs to be provided, this must achieve and not undermine other directions and principles. To achieve this, successful future greenfield development needs to:

1. Be well connected with employment, services and leisure through public and active transport networks
2. Be integrated with existing urban areas
3. Meet a need identified by the latest Housing and Business Development Capacity Assessment
4. Be at the right scale, density and location to minimise impact on highly productive land and existing permitted or consented primary production activities.

Further additional greenfield development may be required for the longer term and to provide for a population towards one million. Additional greenfield will be assessed through other statutory processes.

While there has been a trend towards increasing greenfield density over the last few years, the rate of change will need to increase to support the overall outcomes of the Spatial Plan. A technical report prepared to evaluate greenfield density uptake in Greater Christchurch included a density outcomes analysis of case study areas, as well as a national and international literature review to assess the implications of increasing residential density. The analysis found that there is a positive relationship between increases in density, more diverse housing typologies and the utilisation of more sustainable transport modes. The analysis found that the benefits of residential density increase incrementally. However, there are 'tipping points' of 25 to 30 households per hectare where residential density can deliver greater benefits.

Specific Forms and Alternative Approaches to Housing

Specific forms of housing and alternative approaches to housing are part of housing choice. They can provide for a range of preferred lifestyle options, respond to deficiencies or particular demand in the housing market, target those with the greatest housing need or deliver housing through innovative and novel approaches. They span the housing continuum from social housing through to private housing in the open market. They can offer greater diversity of housing typologies, tenures and price points.

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

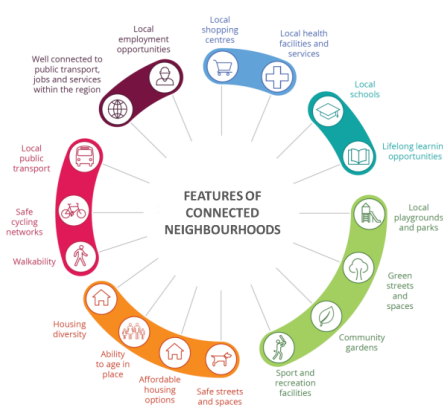
4.5 Deliver thriving neighbourhoods with quality developments, quality housing and supporting infrastructure

Thriving neighbourhoods enable people and communities to meet their day-to-day needs, strengthen quality of life, and increase community connection and resilience. They are neighbourhoods that are well connected; enable safe and equitable access for all; have high quality and safe open spaces, green spaces and public realm; and provide a diverse range of housing including social and affordable housing.

Features of Thriving Neighbourhoods

With good urban design, neighbourhoods and their centres can include communal spaces that are liveable, walkable, safe and attractive, and have good connectivity and accessibility. A network of vibrant and diverse urban and town centres that incorporates mixed-use and transport orientated development helps to improve access and add to people's wellbeing.

Figure 12: Features of Thriving Neighbourhoods.



Community facilities and open, green and public spaces

Community facilities contribute to strong, healthy and vibrant communities by providing spaces where residents can connect, socialise, learn and participate in a wide range of social, cultural, religious, art and recreational activities. There has been extensive rebuilding and repairing of community facilities within Greater Christchurch, resulting overall in a modern network of well-designed buildings able to cater for optimal usage and meet residents' expectations. Following the completion of key facilities, such as the Parakiore Recreation and Sport Centre and Te Kaha Multi-Use Arena, the city region will be well serviced to support a broad range of community, tourist, recreational and sporting events.

Open, green and public spaces are areas for people to gather, meet, play and talk. These are places that can be used for cultural purposes, for social events or to engage in recreational activities with one another. There is an extensive network of open spaces across Greater Christchurch; ranging from regional parks, to local area and neighbourhood parks, to sports fields. As the population grows and urban areas densify, it will be important to ensure that open space provision is meeting the required levels of service for communities. Local area planning will be critical to guide future investment in open spaces, and importantly the prioritisation of new developments and upgrades to ensure equitable provision across the city region.

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

Quality Developments and Quality Housing

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

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

Sense of connection and safety

How neighbourhoods, towns and cities are planned and develop impacts on the health and wellbeing of people and communities. Connected neighbourhoods and communities are safer, more resilient, and contribute to increased health and wellbeing. A sense of connection and safety also contributes to the conditions in which people live and work, their access to facilities and services, their lifestyles, and their ability to develop strong social networks.

Opportunity 5: Provide space for businesses and the economy to prosper in a low carbon future

Greater Christchurch has a strong and diverse economy. Leveraging the economic assets and strengths of the city region is important for supporting business growth and increasing quality employment opportunities for the growing population. The Spatial Plan provides for the needs of businesses through a network of centres that are well connected and serviced by infrastructure.

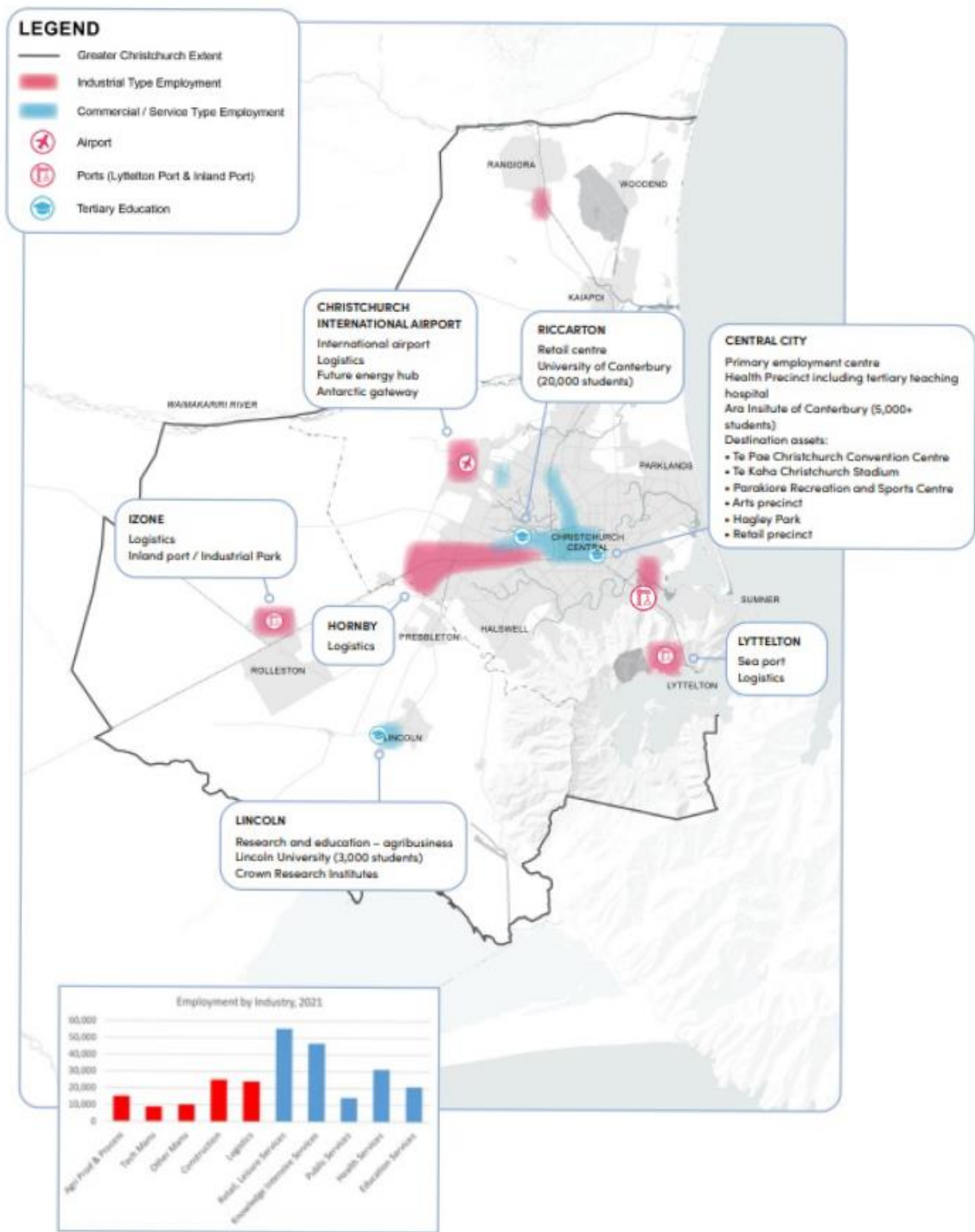
Context

- Greater Christchurch is the principal economic, services and logistics centre for Te Waipounamu / South Island. The goods produced in Waitaha / Canterbury for export are primarily distributed via the Port of Lyttelton, Christchurch Airport, and the inland ports at Rolleston and Woolston.
- Hubs of tertiary and research institutions are found in Christchurch's Central City, including the Ara Institute of Canterbury, the tertiary teaching hospital and the health precinct; and at the University of Canterbury campus in Riccarton, and the Lincoln University and various research campuses and farms in and near Lincoln.
- Six of the seven Crown Research Institutes in Aotearoa New Zealand are in Greater Christchurch.
- Employment in the Central City remains below pre-earthquake levels. Even prior to the earthquakes, the Central City was underperforming economically.
- Significant investment after the earthquakes in modern and resilient infrastructure, civic assets, and urban redevelopment, particularly in the Central City, has provided the capacity to cater for much higher levels of economic and population growth.
- The changing nature of business in the context of climate and technological changes will impact where businesses choose to locate and what they require from the urban environment.
- Greater Christchurch contains a number and range of tertiary and research institutions that are of strategic importance from a local and national perspective. Their retention, protection and continued operation is of regional and national economic importance.

Direction

- 5.1 At least sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network.
- 5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services.
- 5.3 Provision of strategic infrastructure that is resilient, efficient, integrated and meets the needs of a modern society and economy.
- 5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy.
- 5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.

Map 13: Key employment areas and economic assets



Direction

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

There are two types of business land:

- Commercial land – for offices, shops and services; often co-located with housing and other activities.
- Industrial land – for manufacturing and warehousing activities; often located close to freight routes and usually separated from housing.

Greater Christchurch is well placed to meet the projected demands for commercial and industrial land over the next 10 years, and for industrial land over the next 30 years and beyond. However, the current supply of commercial land in the city region is not likely to be enough to meet the demand over the next 30 years.

More than enough industrial land is supplied in Christchurch, Selwyn and Waimakariri to meet demand over the next 30 years, with a particularly significant surplus in Christchurch. Assuming that demand for industrial land will decline in the long term due to global economic trends, the total supply of industrial land in Greater Christchurch may never be fully utilised.

Enough commercial land is also supplied in Christchurch, Selwyn and Waimakariri to meet demand over the next 10 years, but there is a shortfall of 110ha in Christchurch and 20ha in Selwyn when looking over the next 30 years. Shortfalls in commercial land are expected to be met through intensification in significant urban centres, major towns, and locally important urban centres and towns, as well as through rezoning of industrial land close to Christchurch's Central City to commercial and mixed-use. A focus for providing for commercial land will be those centres identified in *Map 14*, including the Priority Areas.

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

	Feasible capacity		Demand with margin		Surplus / Shortfall	
	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)
Waimakariri	32ha	102ha	31ha	79ha	1ha	23ha
Christchurch	663ha	663ha	36ha	119ha	627ha	544ha
Selwyn	377ha	425ha	131ha	347ha	246ha	78ha
Total	1,073ha	1,190ha	198ha	545ha	874ha	645ha

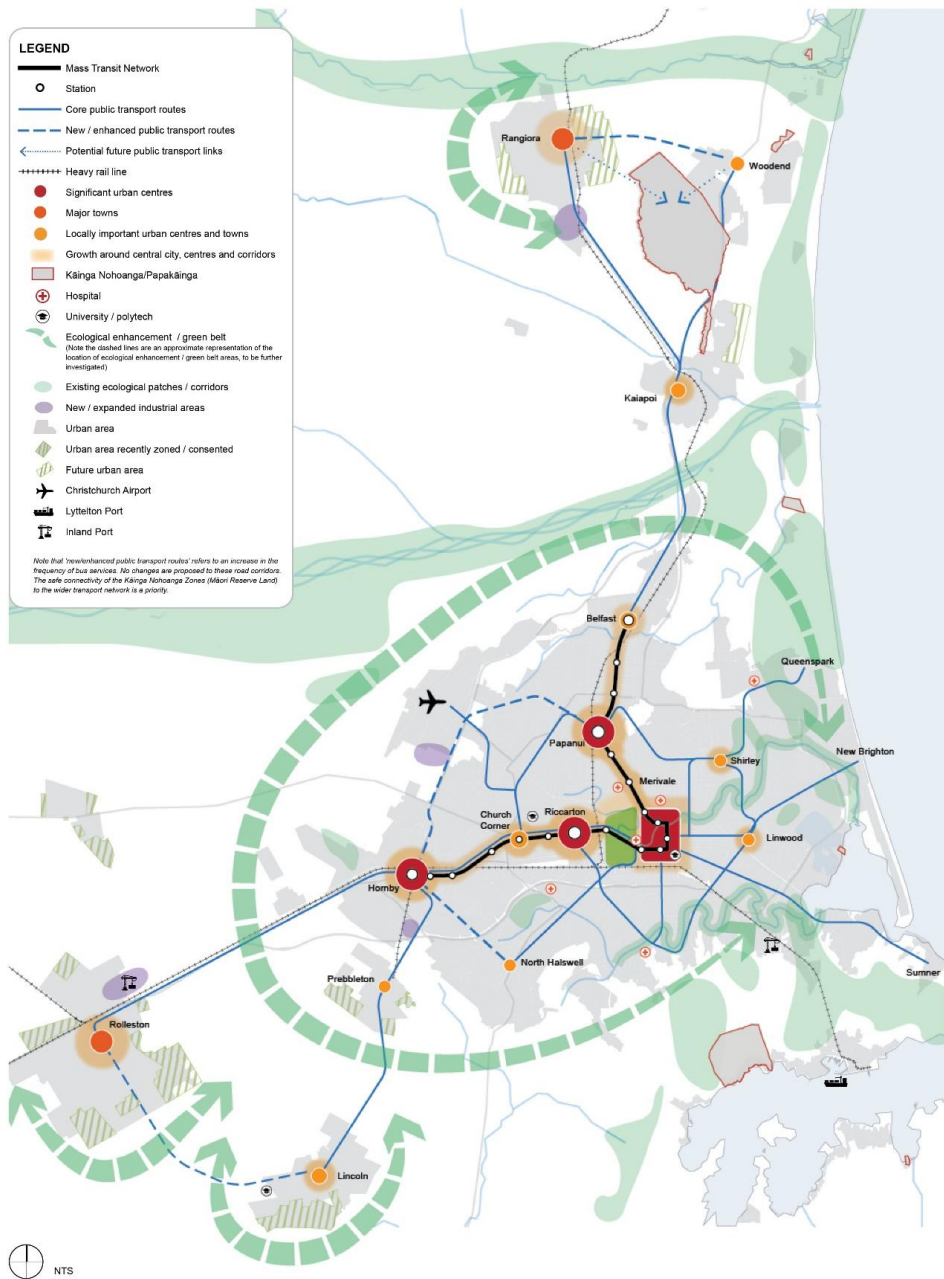
Table 4: Sufficiency of commercial land to meet projected demand (2022 – 2052)

	Feasible capacity		Demand with margin		Surplus / Shortfall	
	Medium term (0 – 10 years)	Long term ² (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)
Waimakariri	36ha	63ha	12ha	32ha	24ha	31ha
Christchurch	102ha	102ha	85ha	212ha	17ha	-110ha

² The NPS-UD guidelines suggest that councils undertake a stock take of vacant land. The capacity shown in the table includes vacant capacity which is based on the most recent field surveys undertaken by each council. Also, the guidelines suggest that “*larger, more urbanised areas could also investigate land not currently developed to its full potential*”. In Table 4 the capacity shown for Christchurch City only includes vacant capacity and does not include redevelopment potential. Plan Change 14 to the Christchurch District Plan will enable substantial redevelopment potential in Christchurch commercial zones, which is likely to alleviate the long-term shortfall. There is modelling underway to estimate the level of redevelopment potential that could be reasonably developable in the long term. For Selwyn and Waimakariri Districts, the assessments include redevelopment potential, which is based on the historic development levels occurring in the long term. The capacity assessments also have to be undertaken every 3 years as a minimum, which will enable the assumptions to be reassessed.

Selwyn	19ha	30ha	18ha	50ha	1ha	-20ha
Total	157ha	195ha	115ha	294ha	42ha	-99ha

Map 14: Broad locations of housing and business development capacity (700,000 people)



5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services

Centres are places where people congregate for business, education and leisure; where business happens; and where people are able to meet their everyday needs close to where they live.

A strong centres network will:

- Efficiently utilise existing infrastructure, including public transport and freight networks; and support efficient investments in future infrastructure
- Realise gains in economic productivity that can be achieved when related businesses and activities (such as tertiary institutions) are concentrated and co-located, including improved productivity by supporting knowledge transfer, attracting talent, and providing economies of scale of similar businesses that can attract other businesses and customers
- Co-locate economic activity where people live so that people can access employment and services easily by walking and cycling.

The focus on supporting future population and business growth in key urban and town centres, coupled with the planned enhancements to the public transport network, will support a strong network of centres in Greater Christchurch.

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

Strategic infrastructure networks include those required to:

- Manage wastewater and stormwater, and provide safe drinking water
- Provide for energy needs – household, business and transport
- Provide communication and digital connectivity
- Transport people and goods (covered under *Opportunity 6: Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities*).

For infrastructure networks provided by local councils, including water infrastructure, each council is required to prepare an infrastructure strategy, and supporting network and catchment plans, to ensure there is sufficient capacity to meet current and future demands, and that environmental standards are met. Infrastructure strategies are updated based on changes to growth projections, such to inform decisions on infrastructure investment.

Telecommunications and energy infrastructure are provided by state-owned enterprises and the private sector. Telecommunications infrastructure is fundamental to the digital transformation of public and private infrastructure, while electricity infrastructure is fundamental to the transition to a low emissions future.

A key issue is the need to ensure that infrastructure is provided that meets the needs of mana whenua for the development of kāinga nohoanga on Māori Land, with a particular focus on MR873 at Tuahiwi. While policy and plan changes have occurred to enable kāinga nohoanga in Greater Christchurch, this has not been supported with investment in infrastructure. Within Greater Christchurch's urban areas, it is assumed that the development of kāinga nohoanga will be able to be accommodated within the capacity of existing infrastructure or through planned infrastructure upgrades.

The close alignment of infrastructure provision with the growing and changing needs of people, communities and businesses requires strong partnerships and joint planning, including:

- Partnering with mana whenua to identify and respond to the specific infrastructure needs for Māori Reserve Land to ensure that there is sufficient capacity, and feasible access to, local networks; while also supporting mana whenua with upgraded infrastructure where needed within urban areas to enable kāinga nohoanga
- Establishing strong partnerships with providers of energy and digital technologies, and ensuring that planning for telecommunications and energy infrastructure is well integrated with new development.

Current and planned state of strategic infrastructure networks

- Wastewater networks have capacity to meet growth over the next decade, although some specific locations or sites may require infrastructure upgrades or alternative solutions to enable development. This includes MR873 at Tuahiwi, where a bespoke approach to the funding and delivery of services may be needed.
- The suburbs of Shirley and Aranui in Christchurch are serviced by a vacuum sewer system, which are at or near operational capacity and currently with no feasible solution to increase capacity.
- Most sites have the ability to mitigate stormwater effects on-site, or have planned local catchment solutions and programmes to address water quality and quantity issues. For some sites, on-site mitigation infrastructure may be required that will add to development costs. However, this does not preclude development from occurring.
- In Christchurch, major water supply upgrades have been completed or are planned for completion over the next 10 years. A focus for water supply assets will be over \$200 million invested in the improvement and maintenance of the reticulation network. This will reduce leakages and improve the long term sustainability of the water supply, ensuring these assets remain fit-for-purpose to accommodate future growth and to meet required water quality and health standards.
- Growth in the use of electricity for transport will necessitate greater provision of electric charging networks in Greater Christchurch. This is expected to be provided by the private sector. Over time, there may be a requirement for greater local generation of green energy. The provision of reliable renewable energy will be important for achieving a low carbon future for Greater Christchurch.
- The National Grid will continue to play an important role in electrification of the economy and will need to be protected. Long-term planning for the maintenance, operation, upgrading and development of the National Grid needs to be facilitated and supported. While existing National Grid assets are identified on the Spatial Plan maps, new development will necessitate new assets, particularly to connect to new generation.
- Telecommunications technology is continually changing to meet the expectations of customers for new, faster and uninterrupted digital experiences. The challenge is finding locations to increase the density of telecommunications networks to meet the demand generated by growth. Redevelopment and new growth areas need to integrate network infrastructure with land use and the needs of communities.

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

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

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

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

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

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

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

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

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

Part 3 – Connecting people and places

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

A transformational shift in how people travel is needed to achieve major reductions in transport emissions. This is one of the biggest challenges facing Greater Christchurch and will require substantial improvements in its transport system. The Spatial Plan takes an integrated approach to strategic land use and transport planning to provide a pathway to achieving a more sustainable, accessible and equitable transport future.

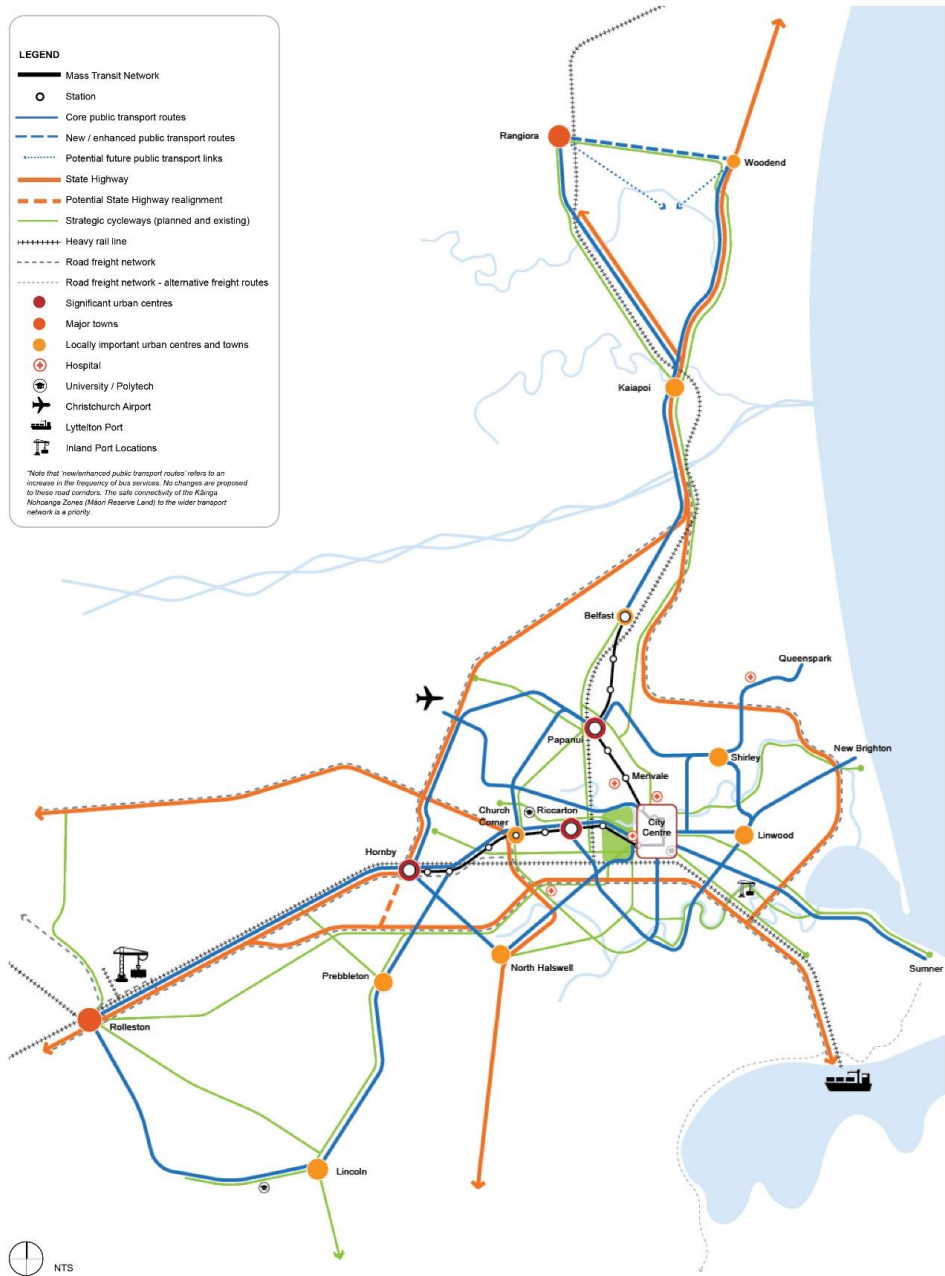
Context

- There is a strong dependence on cars to travel in Greater Christchurch.
- Population growth will continue to increase the vehicle kilometres travelled by cars and other light vehicles based on current travel patterns. Substantial reductions in vehicle kilometres travelled by the light fleet is needed to achieve emissions reductions targets.
- Growth in vehicle kilometres travelled will also increase congestion, which has implications for health, safety, amenity, productivity and the environment.
- Shifting transport choices away from cars requires significant improvements to public and active transport, and measures to encourage people to change their travel behaviour; along with an urban form that supports people to take shorter trips to meet their daily needs and activities.
- The prosperous development of kāinga nohoanga on Māori Reserve Land requires significant improvements to levels of accessibility to surrounding transport networks and services.
- The volume of freight is forecast to continue to increase in the future, while the emissions from heavy transport needs to decrease to support reductions in transport emissions.
- The strategic road and rail networks are essential for moving goods into, out of and within the city region, and supporting it to be the primary logistics hub for Te Waipounamu / South Island.

Direction

- 6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micro mobility
- 6.2 Significantly improve public transport connections between key centres
- 6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga
- 6.4 Develop innovative measures to encourage people to change their travel behaviours
- 6.5 Protect the effective operation of the freight network

Map 15: Transport network



Direction

6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micromobility

A key component of the focus on targeted intensification is the creation of an urban form that supports and encourages as many trips as possible being made by active travel – walking, cycling and other modes of micro mobility (such as scooters). Achieving this requires not only an increase in density of development in centres, but also a commitment to urban design that prioritises active travel within and between communities – making it safe and convenient.

Some ways that active travel could be supported include ensuring good walking and cycling access within local communities and to local centres; extending the network of dedicated cycleways and cycle lanes to create a comprehensive network that connects key centres and destinations; creating low speed zones and limited access streets in residential areas; and rebalancing the use of roads and streets to reflect the functions of place and movement.

6.2 Significantly improve public transport connections between key centres

Reducing the reliance on cars means encouraging people to use public transport more often. This requires significant improvements to public transport services to ensure they offer an attractive alternative to cars for a broader range of trips, particularly those less suited to active travel.

An important first step to improving Greater Christchurch’s public transport network is to accelerate the implementation of planned improvements to the existing bus network, as set out in the Greater Christchurch Public Transport Futures programme. This involves frequency improvements coupled with infrastructure investments that will support faster and more reliable journey times on core bus routes. These core routes provide connections to Christchurch’s Central City and other key centres where more intensive development is planned. The programme includes reallocation of road space on core routes to enable priority way for buses.

A key feature of the future public transport network in Greater Christchurch is the proposed mass rapid transit service that would offer a high frequency and capacity ‘turn-up-and-go’ service on the strategic growth corridors along Papanui Road and Riccarton Road, linking with the Central City. The delivery of this service would involve a phased implementation, starting initially between Papanui and Church Corner, then extending to Belfast and Hornby, and with improved connections to key towns in Selwyn and Waimakariri.

Higher density residential and commercial development within the walkable catchments of mass rapid transit stations would support a higher share of trips being made using public transport, which would in turn support frequency and capacity improvements.

6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga

Planning and investing in improved accessibility to Māori Reserve Land by public and active modes of transport is necessary to support the prosperous development of kāinga nohoanga in Greater Christchurch. Delivering better connections to Māori Land, as well as supporting kāinga nohoanga within urban areas with improved accessibility, will involve a partnership approach between mana whenua, and councils and Waka Kotahi.

The development of Greater Christchurch’s transport network in the future must also not preclude or prevent the development of Māori Reserve Land as settlements to their fullest extent possible. This includes ensuring that Māori Land is not used or taken for public infrastructure required to service development on adjoining or proximate land.

6.4 Develop innovative measures to encourage people to change their travel behaviours

A significant change in travel behaviour needs to occur to meet the objective for a more sustainable, accessible and equitable transport system in Greater Christchurch. Achieving mode shift from cars to public and active modes of transport will be particularly important for reducing vehicle kilometres travelled by cars and other light vehicles, and contributing to emissions reduction targets.

The focus on targeted intensification in urban and town centres, and along public transport corridors, together with the proposed improvements to public and active modes of transport, will provide a strong platform for the shift away from cars. However, reducing the reliance on cars will also need to be supported by planning and investing in systemic changes in travel behaviours, recognising the massive shift that needs to occur largely within the next decade.

Some ways that effective travel demand management and behaviour change initiatives could be delivered include building awareness and understanding about the range of low emissions travel options through information and education initiatives; incentivising the use of public and active transport through appropriate pricing and promotions; managing car parking policies; and supporting central government investigations into future road pricing options.

6.5 Protect the effective operation of the freight network

As the main freight and logistics hub for Te Waipounamu / South Island, it is essential that the development of Greater Christchurch continues to support a well-functioning freight network. This means ensuring that the strategic road and rail connections to key freight and logistics hubs, including the Port of Lyttelton, Christchurch Airport and the inland ports at Rolleston and Woolston, are not compromised by development and uncontrolled growth in travel demands on the network.

This is likely to require steps in the future to prioritise the use of road space on strategic freight routes, primarily the state highways, and to direct housing development away from those routes to ensure that the amenity of residential areas are not compromised. In some cases, it may be necessary to consider relocating strategic freight routes to reduce the potential conflict with residential and commercial intensification.

Shifting freight from road to rail and coastal shipping will help to reduce emissions from freight, as well as reduce the pressure on the road network in Greater Christchurch.

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

Implementation

Joint work programme

The partnership has developed a joint work programme comprising key actions and initiatives, and a selection of Priority Areas, that will help to implement the direction of the Spatial Plan. The work programme will also inform the investment decisions made by partners.

An indication of what each component of the joint work programme will entail is provided below, along with how they align with the six opportunities of the Spatial Plan.

The partnership will agree the scope and resources needed to deliver the joint work programme.

The Greater Christchurch Partnership Committee will receive biannual updates on the progress of the joint work programme.

The Spatial Plan is an enduring document, with the scope for new Priority Areas, key actions and initiatives, and tools being added to the joint work programme if they should arise in the future. The plan will be reviewed and updated (as needed) every five years. In accordance with the NPSUD 2020, the Future Development Strategy component of the plan will be reviewed and updated (as needed) every three years.

Action / Initiative	Purpose	Opportunity 1: Protect historic heritage and sites and areas of significance to Māori	Opportunity 2: Reduce risks from natural hazards and climate change	Opportunity 3: Protect, restore and enhance the natural environment	Opportunity 4: Support thriving communities with diverse and affordable housing	Opportunity 5: Provide space for businesses and the economy to prosper	Opportunity 6: Prioritise more sustainable modes of travel	Supporting Agencies	Timing
Greater Christchurch Transport Plan (including Mass Rapid Transit)	To plan and coordinate the development of an integrated transport system that will encourage mode shift, reduce vehicle kilometres travelled and transport emissions, and help shape the urban form.							Urban Growth Partners	Ongoing
Kāinga Nohoanga Strategy	To provide direction to partners on how to support and enable kāinga nohoanga on Māori Land and within urban areas.							Urban Growth Partners	Ongoing
Priority Areas	To enable aligned and coordinated action across multiple agencies to inform and prioritise investment to achieve change and growth that will not be delivered by the market on its own.							Urban Growth Partners, Relevant Crown Partners, Developer Sector	To be determined
Joint Housing Action Plan	To create a housing action plan that ensures the entire housing continuum is working effectively to provide quality, affordable housing choice and diversity.							Urban Growth Partners, Community Housing Providers, Developer Sector	Short term

Blue-Green Network Strategy (including Green Belt Concept)	To develop an integrated blue-green network strategy reflecting the blue-green network principles and environmental directions. This strategy will also include investigating options to establish a Green Belt Action Plan.							Urban Growth Partners	Medium term
Economic Development Plan	To create a comprehensive economic development plan that integrates and coordinates existing strategies and plans to realise the Spatial Plan's aspirations for economic prosperity.							Urban Growth Partners, Relevant Crown Partners, Economic Development Agencies, Canterbury Employers Chamber of Commerce, Tertiary Education Providers	Medium term
Statutory tools	To assess, propose and implement the suite of statutory tools that will give effect to the Spatial Plan, improve the feasibility of intensification, and enable delivery of the joint work programme.							Urban Growth Partners	Short term
Non-statutory tools	To assess, propose and implement the suite of non-statutory tools that will give effect to the Spatial Plan, improve the feasibility of intensification, and enable delivery of the joint work programme.							Urban Growth Partners	Medium term

Key

	Major contribution to the opportunity
	Moderate contribution to the opportunity
	Minor contribution to the opportunity

Tools

Tools that enable the Spatial Plan to deliver on its directions can either be statutory or non-statutory. Previous growth plans and strategies have predominantly focused on statutory tools, which have been implemented by councils. The partnership believes a more flexible approach comprising a mix of statutory and non-statutory tools will be more effective in delivering on the outcomes sought by the plan.

The joint work programme will consider a broad range of both statutory and non-statutory tools to be used for selection by the partnership. The responsibility for implementing these tools will reside with the partner that has the authority or is best suited to deliver the tool.

Partnerships

The partnership is committed to showing visible leadership and using a collaborative approach to address the issues identified for Greater Christchurch. Although implementation of the Spatial Plan will principally be the domain of councils, mana whenua and government agencies, the private sector, third sector and community also have a key role to play in ensuring the shared vision for the future is realised.

Coordinated action with infrastructure providers and the development sector will be of particular importance to enabling the type and scale of development needed to achieve the desired pattern of growth. It will be crucial that investments are aligned with the planned direction set out in the Spatial Plan, which will require strong working relationships between councils, infrastructure providers, developers and the property sector.

Monitoring

The partnership will establish an implementation plan and mechanisms to monitor progress in achieving the opportunities, directions and key moves set out in the Spatial Plan, and for reporting on progress of the joint work programme. The progress made on the work programme will be reported bi-annually to the Greater Christchurch Partnership Committee. The partnership must also undertake monitoring as required by the National Policy Statement on Urban Development which will inform future development capacity assessments.

The Spatial Plan will be reviewed every five years, incorporating the latest release of census information from Stats NZ. This will ensure that future iterations of the plan can respond to changing demographic, social, economic and cultural factors. In accordance with the NPSUD 2020, the Future Development Strategy component of the plan will be reviewed every three years following the preparation of the latest Housing and Business Development Capacity Assessment.

The joint work programme should be reviewed and updated every three years to coincide with council's long term planning processes to ensure the partnership prioritises and adequately resources the delivery of the Spatial Plan (and its future iterations).