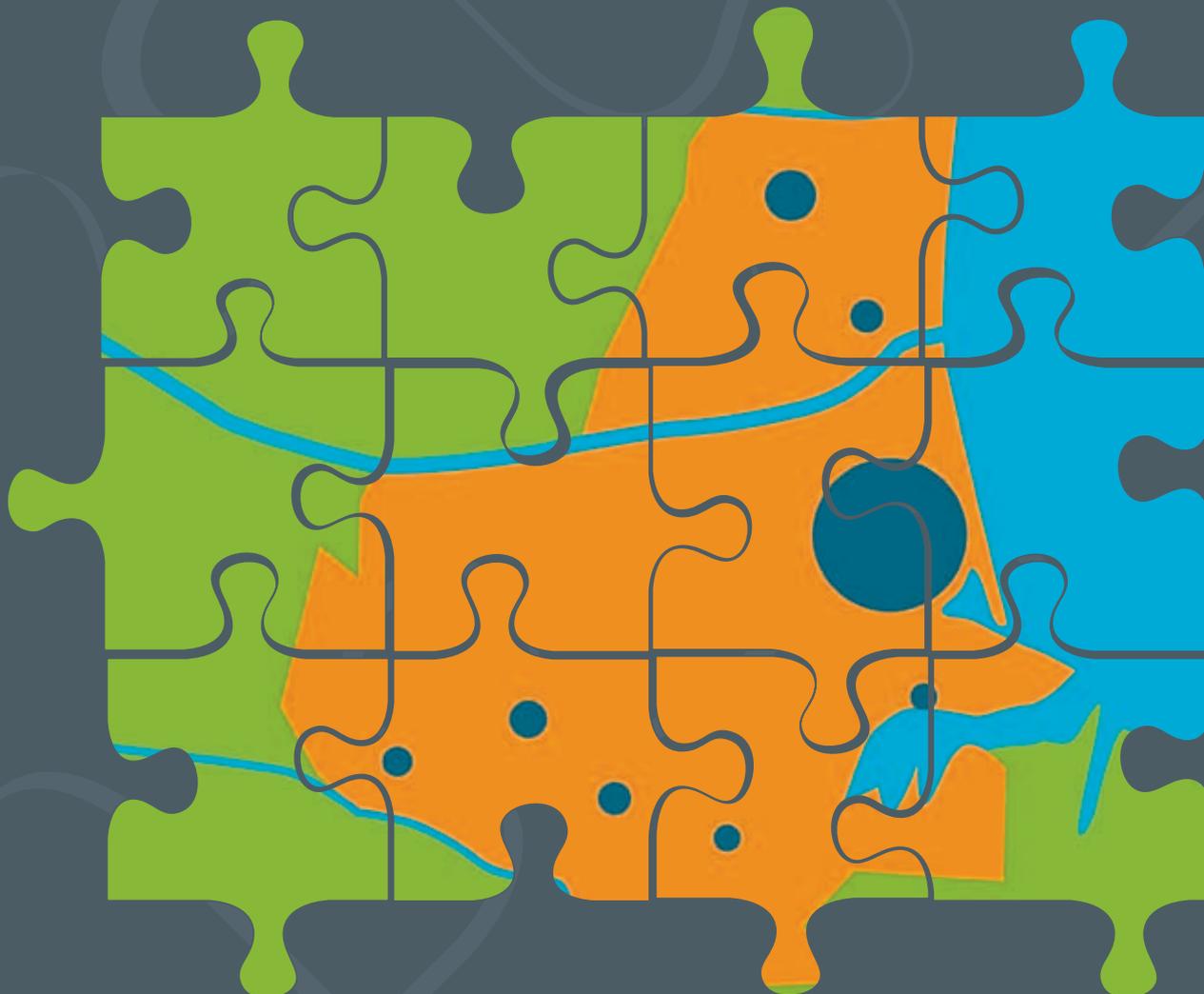


**DRAFT**

# Land Use Recovery Plan

Te Mahere Whakahaumanu Tāone



Working in partnership with

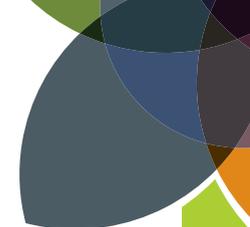




Photo courtesy of Chrissie Williams

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## FOREWORD

### WĀHINGA KŌRERO

The rebuilding of greater Christchurch is accelerating substantially during 2013. The prospect of rebuilding fully functioning, resilient and sustainable metropolitan urban areas within greater Christchurch that meet the needs and aspirations of residents, businesses and visitors, is both exciting and immensely challenging.

The single biggest challenge is to ensure residents, property owners, businesses, developers, investors and others have the confidence to make decisions. Decision making is difficult in the uncertain environment, particularly when there is no 'how to guide' for recovery and rebuilding after a series of devastating earthquakes.

Certainty is essential for:

- people to make informed decisions about where to move from their red zone properties
- the rebuilding of communities, including community assets and facilities
- businesses to decide whether to rebuild or where to relocate
- developers to bring residential and business zoned land to the market
- investors to see the greater Christchurch area as having a promising future worth supporting financially.

Taking some of the risk out of these decisions requires a framework for rebuilding and future development that identifies land use areas and priorities. The Land Use Recovery Plan is critical to providing this framework and addressing the short and medium-term needs for housing and business, reviewing the existing planning and policy framework and ensuring land use changes support an efficient and effective recovery. The framework will enable people to understand their choices for housing, business and investment and make decisions with confidence.

Developed collaboratively by the strategic partners, with significant input from stakeholders and the community, the Land Use Recovery Plan will enable greater Christchurch to recover and help to ensure that the quality of life enjoyed by its residents is the envy of cities across Australasia.



**Dame Margaret Bazley**

Chair of Commissioners, Environment Canterbury



**Tā Mark Solomon**

Kaiwhakahaere, Te Rūnanga o Ngāi Tahu



**Bob Parker**

Mayor, Christchurch City



**David Ayers**

Mayor, Waimakariri District



**Kelvin Coe**

Mayor, Selwyn District



**Jim Harland**

Regional Director, Southern NZ Transport Agency

### Acknowledgement

Staff and governance from all of the strategic partners have responded to the urgent need to prepare this Land Use Recovery Plan in a timely and collaborative way. The Environment Canterbury Commissioners acknowledge the effort of all partners in finalising this Recovery Plan so that it can now be presented to the Minister for Canterbury Earthquake Recovery, Hon Gerry Brownlee.

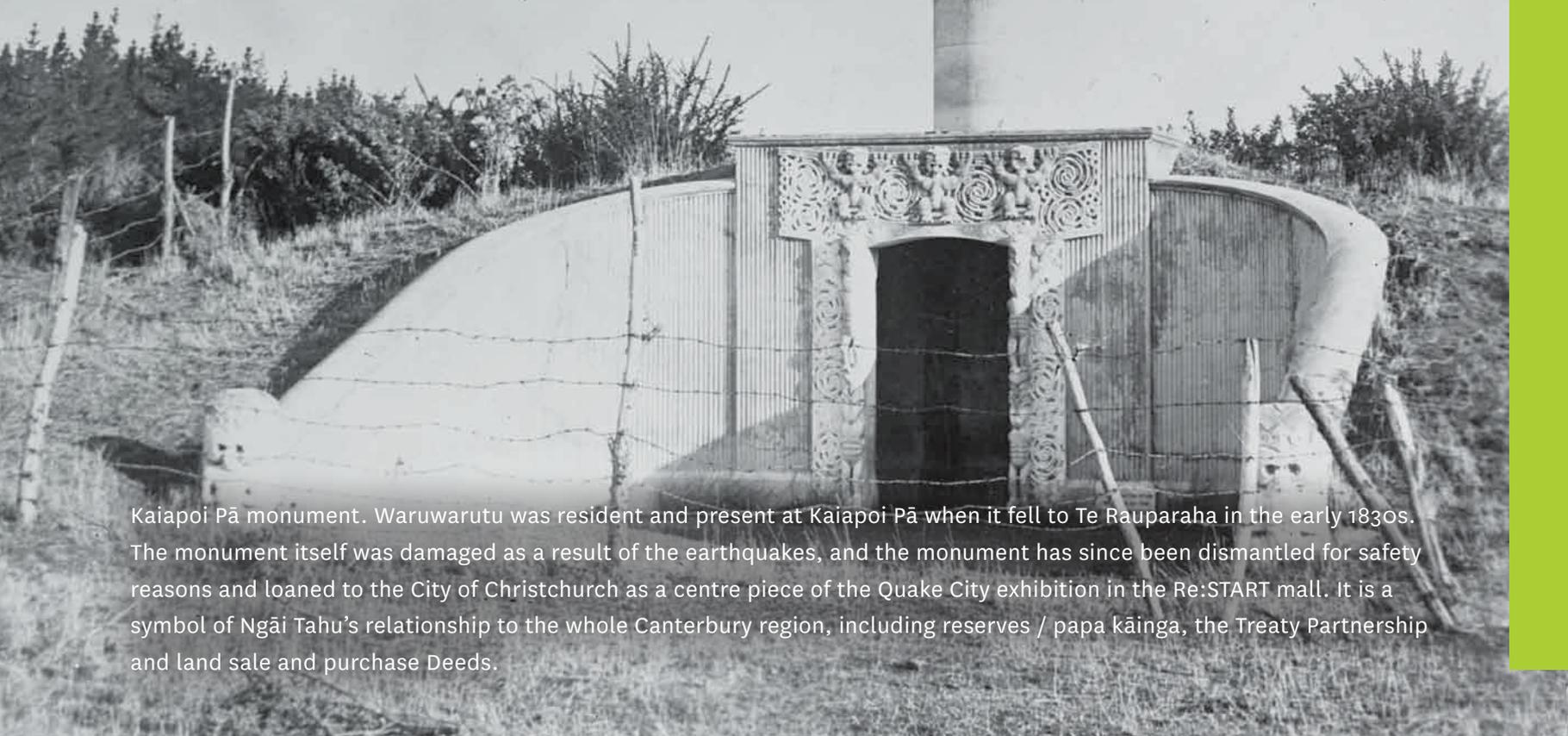
## HE MIHI GREETING

E hoa mā, e kā uri whakatipu i muri nei, koi pēnei koutou; atawhaitia kā oraka mai o ētahi kāika, whakaputa mai ana ki a koutou, koi pēnei ki a koutou; ahakoa pākehātia koutou, kia rakatira e whakahaere mā koutou.

“To you my friends and my descendants who follow after me. Always offer kindness and hospitality to those who come to you deprived of their homes, lest this may happen to you. And always let your standard of conduct be as gentlemen, be chivalrous”.

Ngāi Tahu Ancestor – Natanahira Waruwarutū

Kaiapoi Pā monument. Waruwarutu was resident and present at Kaiapoi Pā when it fell to Te Rauparaha in the early 1830s. The monument itself was damaged as a result of the earthquakes, and the monument has since been dismantled for safety reasons and loaned to the City of Christchurch as a centre piece of the Quake City exhibition in the Re:START mall. It is a symbol of Ngāi Tahu’s relationship to the whole Canterbury region, including reserves / papa kāinga, the Treaty Partnership and land sale and purchase Deeds.



# EXECUTIVE SUMMARY

## WHAKARĀPOPOTOTANGA

This Land Use Recovery Plan has been developed collaboratively by Environment Canterbury with its strategic partners the Christchurch City Council, Waimakariri District Council and Selwyn District Council, Te Rūnanga o Ngāi Tahu, the New Zealand Transport Agency (NZTA) and the Canterbury Earthquake Recovery Authority (CERA).

Significant input from stakeholders and the community, through a series of workshops and online surveys, has helped shape the document and address the wide-ranging question:

**“What needs to change as a result of the earthquakes, to enable the timely rebuilding and recovery of greater Christchurch?”**

**The Land Use Recovery Plan** includes 56 Actions, and a commitment from the strategic partners to deliver results for recovery immediately and over the next 10-15 years. It:

- supports and complements the Christchurch Central Recovery Plan to create the *thriving heart of an international city*
- provides for an anticipated 40,000 new households in both greenfield and intensification areas
- sets a target for 18,000 new households to be provided within existing urban areas to provide medium density housing, especially within Christchurch’s existing Living 3 and Living 4 zones and Key Activity Centres
- provides for delivery of at least two catalyst projects for ‘exemplar’ medium density, more affordable housing development
- enables the delivery of social and affordable housing, including support for the Housing New Zealand Corporation’s Canterbury Investment Plan
- supports housing for Māori returning to their ancestral home
- identifies Key Activity Centres and supports neighbourhood centres to provide certainty for commercial investment and a focus for infrastructure, community facilities and mixed use development
- provides for 550ha of greenfield business land and supports business innovation, growth and prosperity
- provides confidence and helps to coordinate delivery of infrastructure with housing
- learns lessons from the earthquakes and natural hazard risks
- identifies a range of tools to deliver all actions, including incentives and advisory services, collaboration and intervention, catalyst projects and regulation changes.

The Land Use Recovery Plan helps to achieve the vision of the Recovery Strategy for Greater Christchurch: Mahere Haumanutanga o Waitaha, and that of the Christchurch Central Recovery Plan for the central city to be “the thriving heart of an international city”.

The Land Use Recovery Plan will establish certainty, ensure coordination and integration and provide for choice and quality across a range of issues in a timely manner. What happens within the central city and red zones will clearly have an effect on the rest of greater Christchurch, and vice versa. However, in accordance with the Minister’s Direction, this Recovery Plan cannot direct the future use of red zoned land or change the Christchurch Central Recovery Plan.

### Key challenges for recovery

Among the many consequences of the earthquakes of 2010 and 2011 are numerous land use issues that have had a major impact on communities and businesses. The task for the draft Recovery Plan is to address these issues in ways that contribute effectively to a successful recovery. The following are the key challenges to which it has responded:

- providing clear direction as to where and how new development should occur so that it integrates efficiently and effectively with infrastructure programmes and avoids key hazards and constraints
- ensuring the servicing and release of land for housing and business land to the market keeps pace with anticipated demand
- ensuring land use recovery integrates with and supports wider recovery activity, particularly within the central city
- amending regulatory plans and processes to enable rebuilding and development to go ahead without unnecessary impediments
- increasing investor confidence and obtaining the best outcomes from resources expended on recovery
- ensuring the range, quality and price of new housing provide for the diverse and changing needs of those seeking to buy or rent, including the needs of a growing temporary rebuild workforce
- maximising the opportunity for the market to deliver comprehensive redevelopment in suitable existing neighbourhoods
- focusing investment in community facilities and services into centres of activity
- managing investment in the transport network to minimise congestion arising from road works and the changes in travel due to development, including business and household relocations
- implementing changes to the public transport network to maximise its use and so that the system becomes more attractive and financially viable

- supporting and promoting more walking and cycling in and between centres of activity and for local trips
- maintaining and enhancing the capacity and efficiency of the freight network, particularly to the port and the airport
- supporting businesses that are least able to relocate so they are able to rebuild on existing sites wherever possible
- providing clear masterplans for key centres to provide for commercial activity needs and to support rejuvenation of damaged areas
- providing sufficient industrial business land to accommodate relocations and industrial sector growth.

## A plan to lead recovery

The Land Use Recovery Plan sets a clear framework and provides delivery mechanisms necessary to:

- rebuild existing communities
- develop new communities
- meet the land use needs of commercial and industrial businesses
- rebuild and develop the infrastructure needed to support these activities
- take account of natural hazards and environmental constraints that may affect rebuilding and recovery.

The Recovery Plan responds to the above challenges and includes 56 Actions that the strategic partners have identified as crucial for land use recovery. These Actions are not just regulatory in nature but include incentives, advisory services, collaboration, intervention and undertaking catalyst projects. The Recovery Plan includes Actions to:

- function as part of an ‘intensification package’ of initiatives to stimulate housing redevelopment in existing urban areas to provide additional and more affordable housing, promote mixed use redevelopment of brownfield sites, and lead by example through exemplar projects. This package includes the provision of incentives and significant amendments to existing RMA documents
- rezone further greenfield ‘priority areas’ for housing in new subdivisions, sufficient for over 15,000 new households
- recognise and provide for the relationship of Ngāi Tahu whānui ancestral lands, waters, wāhi tapu and other taonga by enabling the expression of mana whenua, tino rangatiratanga, kaitiakitanga and tūrangawaewae, including facilitating the development of historic Māori Reserves in respect of their original intent and purpose
- support the rebuilding and development of the network of suburban centres and satellite town centres, ensuring provision for the growth in commercial activity. The Plan also recognises the critical role of smaller village centres for the community, especially the social and cultural facilities of importance to local residents
- transform the public transport network through implementation of the new ‘hubs and spokes’ model and support action underway to encourage active transport modes

- ensure freight movements are supported by an efficient and reliable road and rail network with good access to the airport and port
- ensure the 24/7 efficient operation of the airport and port continues, including amendments to Resource Management Act 1991 documents to avoid noise sensitive activities within the 50dBA Ldn air noise contour
- rezone further greenfield ‘priority areas’ for business, amounting to over 340 hectares, providing sufficient land for the growth in industrial activities
- require new development to be adequately assessed for natural hazards and to adhere to relevant statutory guidelines and design standards.

Three important Actions that support the majority of the regulatory outcomes in this Land Use Recovery Plan are:

1. a new chapter 6 to be inserted in to the Canterbury Regional Policy Statement specifically focused on the ‘Recovery and rebuilding of greater Christchurch’
2. amendments to the Christchurch City District Plan, which Christchurch City Council has agreed to progress as part of the first phase of a full review of the district plan
3. an independent review of councils’ planning and consenting processes relevant to earthquake recovery to identify opportunities to streamline internal council processes.

The Land Use Recovery Plan provides an important component to recovery but was not developed without considering its relationship with other recovery decision-making processes. It sits alongside the Christchurch Central Recovery Plan and integrates with the range of recovery programmes and other activity already underway.

There is also a clear and consistent flow of changes to statutory documents made by this Land Use Recovery Plan – to the new chapter to the Canterbury Regional Policy Statement, district plans, Local Government Act documents such as annual plans, and the Regional Land Transport Programme.

Achieving the desired outcomes of the Land Use Recovery Plan depends on implementing the Actions highlighted above. These Actions are necessary for recovery; however, there are additional supportive actions that central government can take to speed up the implementation of the Recovery Plan. Some of these are already under review, but can only be achieved by exercising powers under the Canterbury Earthquake Recovery Act 2011, through changes to other Acts or in response to Government work programmes.

The strategic partners consider that it is necessary and essential for the purposes of recovery and rebuilding to take the Actions and make the changes identified within the Land Use Recovery Plan. Providing this land use framework during this period of recovery will enable people to understand their choices for housing, business and investment and make decisions with confidence.



# 1.0 INTRODUCTION

## KUPU WHAKATAKI

### 1.1 What is the purpose of the Recovery Plan?

#### He aha ia te aronga matua o tēnei Mahere Whakahaumanu Tāone?

The purpose of this Recovery Plan is to ensure that efforts to restore and enhance greater Christchurch are well coordinated and facilitate a timely and expedited process for recovery from the effects of the Canterbury earthquakes. The Recovery Plan must therefore provide certainty and direction to ensure that land use decision making is simplified and provide streamlined processes to enable recovery, while considering the long term legacy of the built environment.

The Minister's Direction to Environment Canterbury to develop the Land Use Recovery Plan sets out the specific matters that must be addressed. A copy of this direction is included in appendix 1.

Where existing planning instruments, prepared under the Resource Management Act 1991 (RMA), Local Government Act 2002 (LGA) and Land Transport Management Act 2003 (LTMA), are unlikely to provide an optimal outcome, the Land Use Recovery Plan can direct that changes be made to those instruments for the purpose of recovery.

The Recovery Plan is necessary to identify the critical actions required in the short and medium term to co-ordinate land use decision making, identify who is responsible and the timelines for achieving agreed outcomes. By doing this, it provides certainty for the community, land owners, infrastructure providers and others about where new housing and business development will be located, and how commercial centres and damaged areas should be redeveloped.

Although this is a Recovery Plan to inform land use decision making and to support housing and business, ultimately the purpose is to facilitate earthquake recovery, and in doing so create a vibrant, successful urban environment for people to enjoy. This will enable greater Christchurch to recover as a place to be proud of – for us and our children after us.

### 1.2 What is 'recovery'?

#### He aha te 'whakahaumanu'?

The Canterbury Earthquake Recovery Act 2011 (CER Act) defines recovery in this way:

**“Recovery includes restoration and enhancement.”**

With its focus on the future, recovery is concerned with all aspects of the wellbeing of communities – including the social, cultural, economic and environmental aspects that contribute to the quality of life for residents and visitors.

The CER Act includes references to recovery, restoration, rebuilding and repairing, making it clear that the starting point must be to focus on the damage that was done by the earthquakes and then to determine what is needed to respond to that damage. But, as the purposes of the CER Act, and the definition above, make clear, the response is not limited to the earthquake-damaged areas but is also concerned with restoring and enhancing greater Christchurch to achieve recovery from the earthquakes in all respects.

The expression 'rebuilding' is given a broad meaning extending well beyond merely restoring physical structures, so that it covers not only improving land, infrastructure and other property, but also rebuilding communities.

### 1.3 What is not covered by the Recovery Plan?

#### He aha ngā take kāhore e whai mana ana ki tēnei Mahere?

The Minister's Direction to develop the Recovery Plan stated that a number of matters may be considered in its preparation but should not be specifically addressed, primarily because they are to be addressed through other recovery activities. These included:

- i. recovery of non-land use resources such as water, air, soil, minerals and energy and all forms of plants and animals – to be addressed through the Natural Environment Recovery Programme
- ii. future use of red zoned land – to be addressed through the Residential Rebuild and Housing Programme
- iii. long-term provisions for growth and development in greater Christchurch – this Recovery Plan must relate to the purposes of the CER Act; planning for growth management and urban development beyond 2028 through to 2041 is outlined in the Greater Christchurch Urban Development Strategy.

The Recovery Plan must be consistent with the Christchurch Central Recovery Plan but it cannot make changes to it or direct the future land use of residential red zones. However, what happens within the central city and red zones will clearly have an effect on the rest of greater Christchurch, and vice versa. The Land Use Recovery Plan therefore considers these areas to the extent possible. Any necessary change arising from future decision-making for these areas and the degree of success in implementing plans can be addressed through monitoring, review and formal amendment of this Recovery Plan.

During the development of the Recovery Plan, the strategic partners have considered the relationship of this Recovery Plan with other recovery decision making processes. This Recovery Plan will inform decision making in relation to infrastructure provision and associated community services such as public transport, health services,

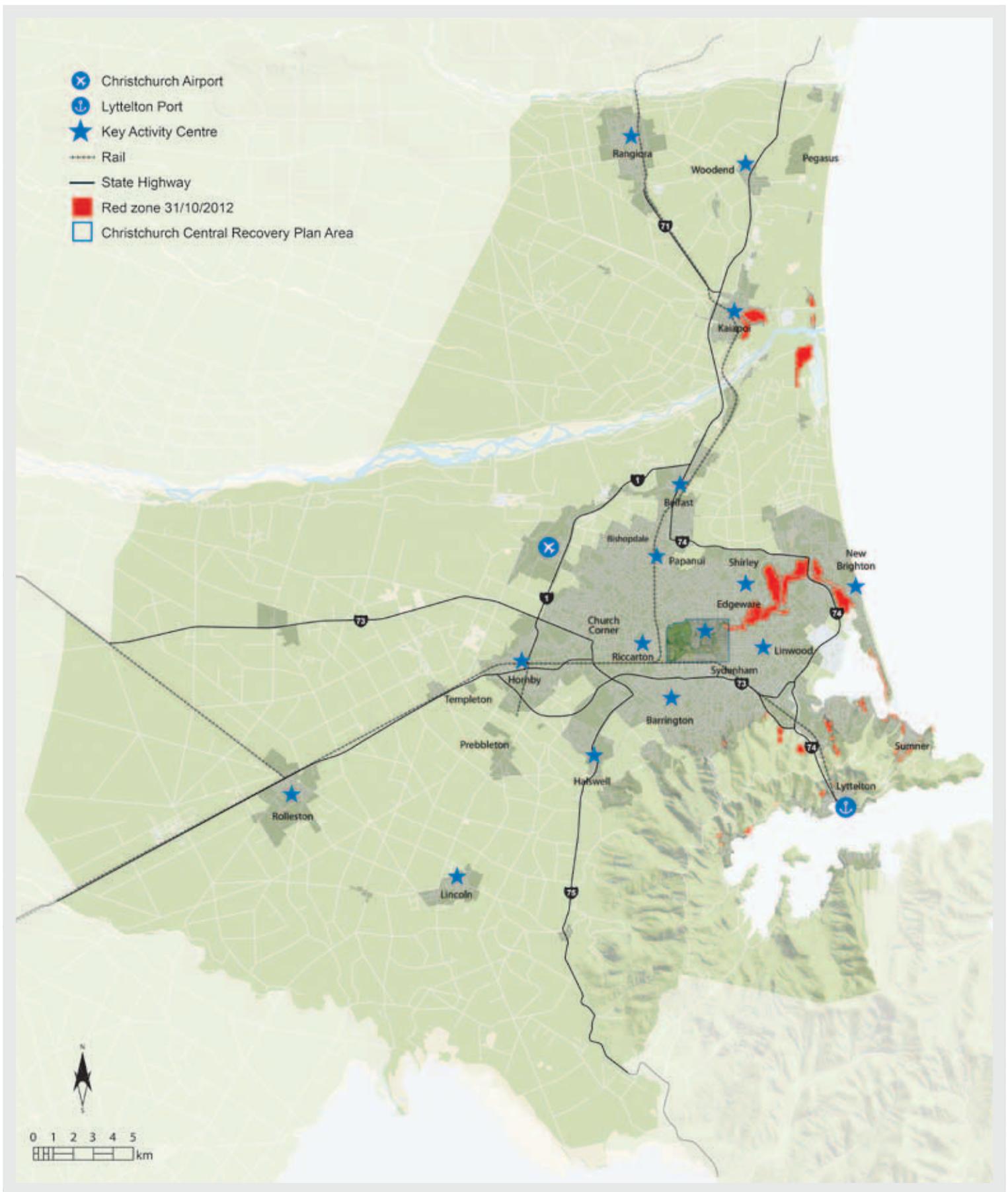


Figure 1: Area covered by the Land Use Recovery Plan

educational facilities and recreational facilities and spaces. This Recovery Plan does not direct or implement changes to these matters.

How the Land Use Recovery Plan has considered and integrates with these matters and the range of recovery programmes is discussed further in section 5.

## 1.4 What geographic area does the Recovery Plan cover?

### He aha rā te rohe pōtae o tēnei Mahere Whakahaumanu Tāone?

The CER Act defines greater Christchurch as the areas within Christchurch City, Selwyn District and Waimakariri District, and including the coastal marine area (12 nautical miles from land) next to these districts.

As required by the Minister’s Direction to Environment Canterbury, the Land Use Recovery Plan primarily focuses on the metropolitan urban area of greater Christchurch, from Lincoln, Prebbleton and Rolleston in the south to Kaiapoi, Rangiora and Woodend/Pegasus in the north (figure 1).

## 1.5 Who has prepared the Recovery Plan?

### Nā wai tēnei Mahere Whakahaumanu Tāone i whakarite?

The Canterbury Regional Council (Environment Canterbury) prepared the Land Use Recovery Plan with its strategic partners. The strategic partners collectively are Environment Canterbury (ECan), the Christchurch City Council (CCC), Waimakariri District Council (WDC) and Selwyn District Council (SDC), Te Rūnanga o Ngāi Tahu (TRoNT), the New Zealand Transport Agency (NZTA), and the Canterbury Earthquake Recovery Authority (CERA).

The strategic partners have ensured that the Recovery Plan reflects, to the extent possible, the views of greater Christchurch communities. To fulfil its objectives, the Land Use Recovery Plan will need the ongoing support of the community, the private and public sectors, and the many stakeholders and interests that are contributing to the recovery of greater Christchurch.

## 1.6 How was the Recovery Plan developed?

### Pēhea rā tēnei Mahere Whakahaumanu Tāone i whakarite ai?

The Land Use Recovery Plan was prepared collaboratively by the strategic partners, with assistance from a wide range of interested individuals, organisations and groups. Targeted stakeholder workshops included the development industry, land owners, and the wider community. This was done in accordance with the Minister’s Direction.

The Land Use Recovery Plan has sought to address the following wide-ranging question:

**“What needs to change as a result of the earthquakes, to enable the timely rebuilding and recovery of greater Christchurch – specifically in terms of residential and business land use priorities, policy and planning provisions, and other tools and incentives?”**

The process of developing the Recovery Plan began by compiling two background documents: an Issues Paper and a Context Paper. These documents drew on extensive existing research conducted by the strategic partners. Workshops were held with targeted stakeholders and participants’ feedback was used in developing the preliminary draft Land Use Recovery Plan. Participants in 13 workshops included representatives from the development industry, business community members, infrastructure providers, built environment professionals (architects, planners, landscape architects and others), providers of social and community facilities and others.

In March and April 2013 a second round of consultation provided an opportunity for feedback on the preliminary draft Land Use Recovery Plan. This included seven workshops across greater Christchurch, one each in Rangiora and Lincoln and five within Christchurch, in addition to presentations and discussions with a wide range of groups and individuals, including a hui with Ngāi Tahu.

The workshops and written comments have helped to inform and reshape this Recovery Plan. The key themes arising from consultation included:

- over-emphasis on greenfield growth and concern about the ‘donut effect’ if all housing is provided on the edge of town
- strong support for a more compact urban form, and providing housing within existing urban areas
- support for intensification within and near the central city, and also around other centres for the success of the recovery and rebuilding communities
- lack of detail about how brownfield redevelopment and housing intensification would be achieved. In particular, targets for intensification were sought and a clearer statement of the mechanisms that will achieve that intensification
- further detail on integration of infrastructure and land use was requested
- clearer explanation was needed about how the Recovery Plan integrates with other CERA recovery instruments, particularly the Christchurch Central Recovery Plan
- clarify how the responses (note: now termed “Actions”) proposed in the Recovery Plan will result in delivery on the ground
- Key Activity Centres need to be more clearly defined and recognised as part of a hierarchy of centres that recognise local centres and support rebuilding communities and the ‘urban village’ concept
- more detail was required on what specific “bold” leadership actions will be provided to implement the Recovery Plan
- the Recovery Plan should indicate the prioritisation of the proposed responses (Actions)
- details were sought on how the community will be involved in an ongoing way as the Recovery Plan is implemented.

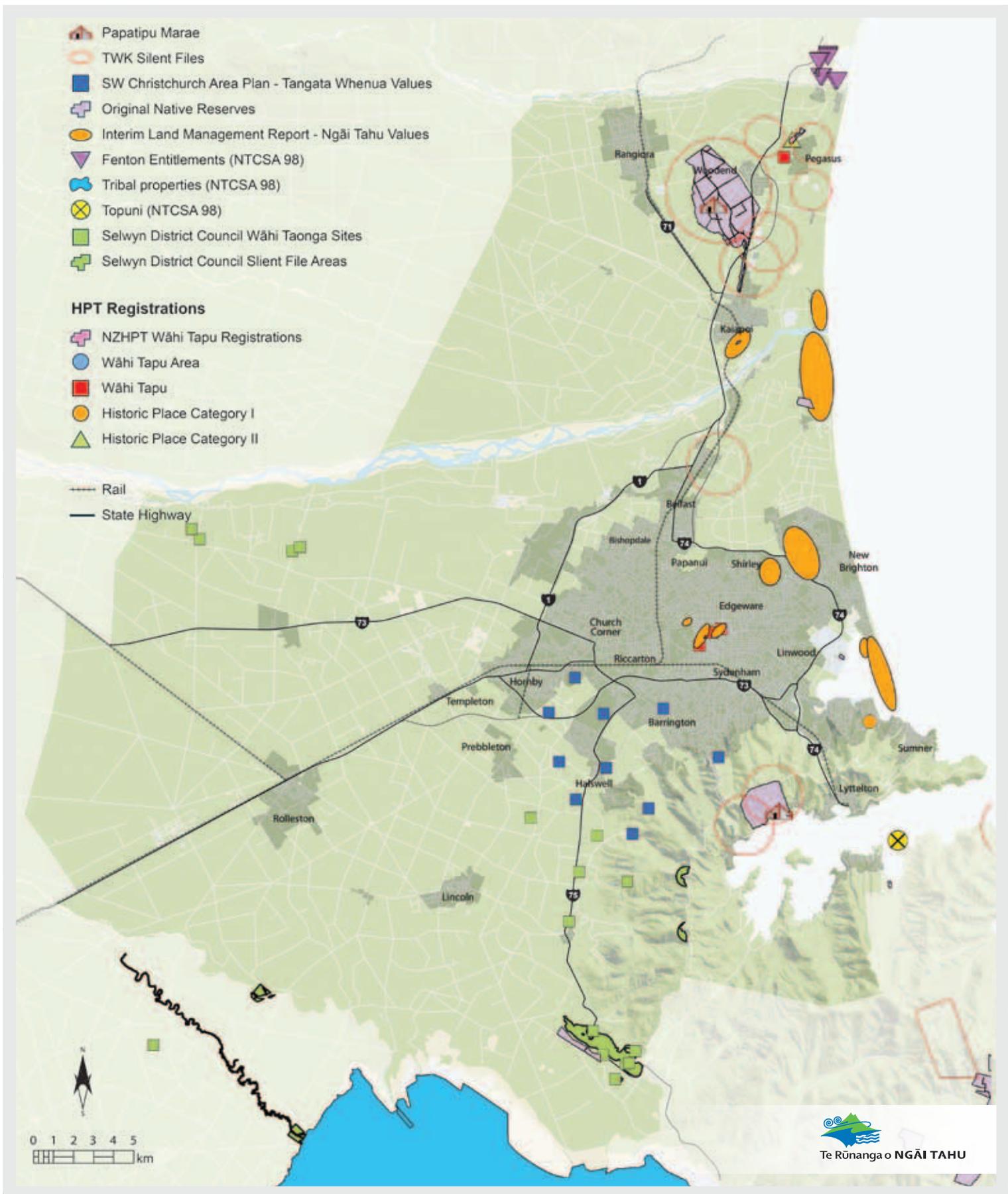


Figure 2: Cultural places and sites of significance to Ngāi Tahu



*Kā Pākihi Whakatekateka o Waitaha – The Canterbury Plains (Edmund Norman, Alexander Turnbull Library).*

## 1.7 Ngāi Tahu whānui settlement in Canterbury

### *Ko te ahi-kā-roa o Ngāi Tahu whānui ki Ngā Pākihi Whakatekateka o Waitaha*

A number of the areas in which Ngāi Tahu traditionally had settlements (Ōtākaro, Te Oranga, Ruataniwha) now lie in or near residential red zoned land which has been so badly damaged by the earthquakes that it is unlikely to be rebuilt on for a prolonged period. The loss of housing and land has had a particularly adverse effect on Māori, and created affordability and overcrowding issues, which if not managed properly can impact on the health and wellbeing of communities. These issues have highlighted an urgent need to take up opportunities for both interim and permanent land management options, where they reinforce and re-establish Ngāi Tahu historic and contemporary connections with the rivers, land and other taonga.

Before European settlement, Ngāi Tahu, and before them Ngāti Māmoē and Waitaha, maintained numerous permanent and temporary settlements (kāinga, pā and nohoanga) within the greater Christchurch area (figure 2). From these settlements, Ngāi Tahu gathered and used natural resources from the network of springs, waterways, wetlands, grasslands and lowland podocarp forests along the Ōpāwaho (Heathcote), Ōtākaro (Avon), Pūharakekenui (Styx), Whakahume (Cam River at Tuahiwi) and Ruataniwha (Cam River at Kaiapoi) rivers, as well as around Te Ihutai (Avon-Heathcote Estuary), Te Oranga (Horseshoe Lake) and Te Riu o Te Aika Kawa (Brooklands Lagoon). Indeed Ngāi Tahu refer to Banks Peninsula as Te Pātaka o Rākaihautū or the Food Store House of Rākaihautū.

Following the signing of the Treaty of Waitangi, the Crown purchased the South Island through a series of deeds. These deeds are important foundation documents for Canterbury as they set out what the Crown and Ngāi Tahu intended in respect of the ongoing ownership of local Ngāi Tahu kāinga (permanent settlements), nohoanga (seasonal settlements) and mahinga kai (natural resources and the places they are found). In simple terms, one of the conditions of the sale was that Ngāi Tahu communities would

continue to have adequate areas of land to occupy on a permanent and seasonal basis in order to provide for their present and ongoing needs, including access to the natural resources of the region that they had hunted and gathered for generations.

While certain areas were gazetted as Māori Reservations, many of the Crown's guarantees were not upheld. As a result, in 1849 Ngāi Tahu lodged Te Kerēme o Ngāi Tahu, the Ngāi Tahu Claim. One of the grievances was that Ngāi Tahu whānui (dispersed extended family) had become alienated from those same 'Māori Reservations' that had been set aside for them to live on. One of the key reasons for that has been town planning rules that have limited the extent to which whānui lands can be subdivided in order to accommodate all living generations within the same community. When the Claim was settled finally in 1998, this issue was not addressed and it has continued to make it difficult for Ngāi Tahu whānui to live together on their own land within those 'reservations'.

The Land Use Recovery Plan requires issues that have arisen out of the earthquakes to be addressed, particularly in relation to housing. This provides a timely opportunity to address these historic anomalies through the development of planning rules that recognise the original intent of those reservations and provide the regulatory framework in which that can be realised in meaningful and sustainable ways.



## 2.0 VISION, GOALS AND OBJECTIVES MOEMOEĀ, WAWATA, WHĀINGA

### 2.1 Vision and goals

#### Ko te moemoeā me ōna wawata

In 2012, CERA prepared the Recovery Strategy for Greater Christchurch: Mahere Haumanutanga o Waitaha, which set principles, priorities, a vision and goals for the recovery.

The vision for this Land Use Recovery Plan comes from the Recovery Strategy:

**Greater Christchurch recovers and progresses as a place to be proud of – an attractive and vibrant place to live, work, visit and invest, mō tātou, ā, mō kā uri ā muri ake nei – for us and our children after us.**

The Recovery Strategy includes six areas of activity: leadership and integration, economic recovery, social recovery, cultural recovery, natural environment recovery and built environment recovery (figure 3). Each of these areas of activity will have Recovery Plans or programmes prepared. The Land Use Recovery Plan fits within the built environment area of recovery activity.

The Recovery Strategy requires all recovery plans and programmes to be consistent with all the goals set out in the Recovery Strategy, including those for other areas of activity.

### 2.2 Objectives

#### Whāinga

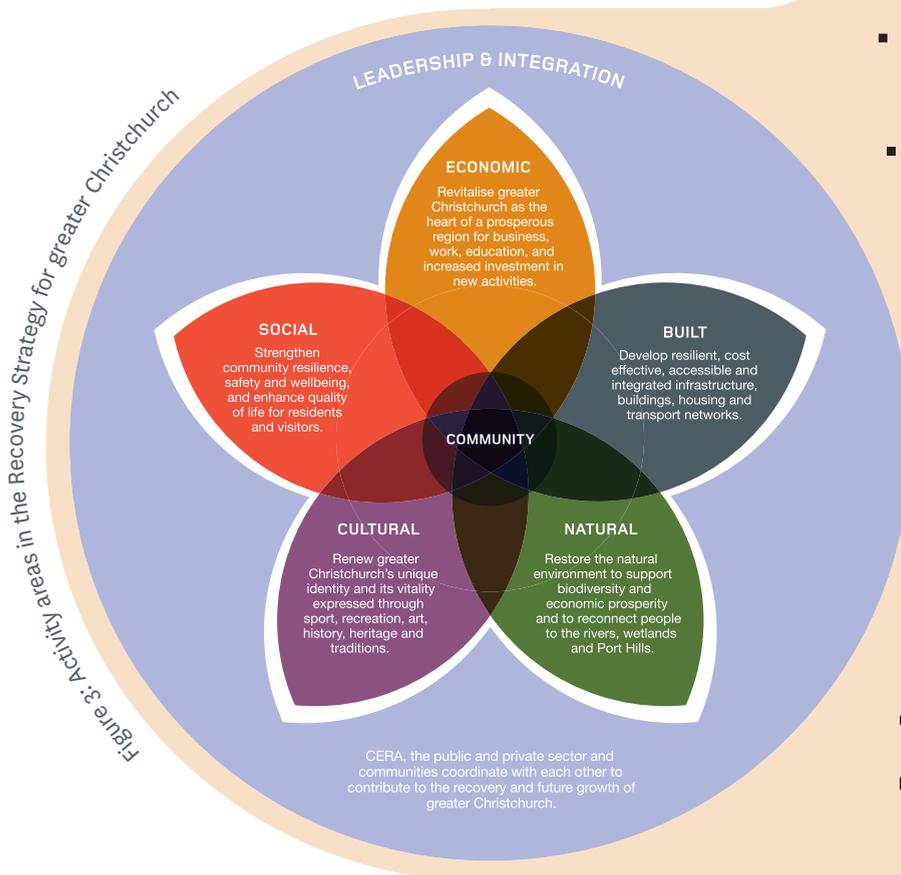
The Land Use Recovery Plan will establish certainty, ensure coordination and integration and provide for choice and quality across a range of issues in a timely manner.

The key challenges and opportunities for the Land Use Recovery Plan are identified in section 3. Satisfying these challenges also translate into objectives and therefore outcomes sought through the implementation of identified Actions. They also form the basis against which the Land Use Recovery Plan will be monitored (refer to section 9).

The goals of the Recovery Strategy most relevant to Land Use Recovery Plan are those within the built activity area:

Develop resilient, cost-effective, accessible and integrated infrastructure, buildings, housing and transport networks, by:

- coordinating and prioritising infrastructure investment that effectively contributes to the economy and community during recovery and into the future
- supporting innovative urban design, buildings, technology and infrastructure to redefine greater Christchurch as a safe place built for the future
- rebuilding infrastructure and buildings in a resilient, cost-effective and energy-efficient manner
  - developing a transport system that meets the changed needs of people and businesses and enables accessible, sustainable, affordable and safe travel choices
- zoning sufficient land for recovery needs within settlement patterns consistent with an urban form that provides for the future development of greater Christchurch
- having a range of affordable housing options connected to community and strategic infrastructure that provides for residents participation in social, cultural and economic activities
- drawing on sound information about ongoing seismic activity and environmental constraints, including other natural hazards and climate change.





## 3.0 NEEDS OF RECOVERY

### KO NGĀ MATEA O TE HAPORI WHĀNUI

#### 3.1 Change in greater Christchurch

##### Te hanga rerekē o ngā hapori whai muri i ngā rū

Christchurch is the second largest city in New Zealand and largest in the South Island. Greater Christchurch has a population of around 454,700. Indications are that greater Christchurch is moving from a post-earthquake net population loss to a net gain in migration. It is anticipated that the total population of greater Christchurch will return to pre-February 2011 levels by 2016.

However, the location and distribution of the population have changed substantially since before the earthquakes. Since February 2011 Selwyn District is estimated to have grown by 2,700 people and Waimakariri District by 1,580 people. Meanwhile it is estimated that Christchurch City has yet to fully recover to pre-earthquake population levels.

Christchurch City has seen significant population movement, particularly away from the eastern suburbs and the city centre. This has a range of implications for the economy, the transport network and residents' proximity to employment opportunities, social facilities, entertainment and recreation. In addition, the dispersed population produces various environmental and health impacts, which in turn raise many other issues that require a response as part of recovery.

Given the uncertainty following the largest natural disaster in New Zealand's history, and with many significant decisions yet to be made, the demographic profile of greater Christchurch in 2028 will be influenced by the policy decisions made over the next few years. How attractive greater Christchurch is, as a place to live, to work, to do business, to play and to learn, will influence the demographic profile of greater Christchurch in the short, medium and longer term. Along with the other recovery plans, programmes and strategies, the Land Use Recovery Plan aims to ensure that greater Christchurch residents enjoy the best quality of life and that their city is the best place to do business in Australasia. When the central city recovers to be the thriving heart of an international city, and if workers attracted by the rebuild stay and raise families and if existing residents continue to play an active role in the recovery, the size of the population could increase beyond expectations.

Decisions about rates, taxes, infrastructure, land use planning and community facilities are all based on assumptions about population and economic growth. A city that is not growing risks losing skilled workers and business to more competitive cities and a decline in spending power and quality of living. However, if managed well, a growing population will bring significant benefits to the whole community and the recovery of greater Christchurch.

In 2021 the total population of greater Christchurch is expected to be around 497,000. In 2028 it is expected that the population will be around 526,000.

Greater Christchurch has an ageing population. On current trends people over the age of 65 are estimated to account for 18.5% of the population by 2021, an increase from 14.4% in 2011, and by 2031 the percentage of the population over 65 is estimated to increase to 23.1%.

Before the earthquakes, greater Christchurch attracted a steady stream of migrants, mostly from European backgrounds but increasingly from Asian and Pacific countries. Workers coming to assist with the rebuild, or choosing to live in a new, vibrant and attractive Christchurch may be from a wide variety of backgrounds, and are likely to expect a wide range of housing types and recreational opportunities.

The rebuild is expected to cost around \$40 billion in private and public investment, including insurance, bringing a nationally significant source of economic activity to greater Christchurch. Cities are drivers of economic activity and innovation. Christchurch City comprises about 70% of the Canterbury region's economy, providing services to the rest of the region. Christchurch has national strengths in transport, machinery and food and beverage manufacturing, and it has a high proportion of medium to high-tech manufacturing businesses, linked to tertiary education and Crown research institutes.

Economic activity in Christchurch City grew by 6.3% over the year to March 2013 (table 1), following a sharp fall the previous year. The construction sector is booming and expected to grow further; other sectors such as tourism, hospitality and services have seen a decline in economic activity. It is important that this Plan supports the economic recovery of the tourism, hospitality and services sectors of the economy in order to ensure the long-term recovery of greater Christchurch.

However, the socio-economic profile of greater Christchurch is diverse. Some members of the community are better placed than others to cope in the post-earthquake environment. One survey of housing affordability has rated the city as 'severely unaffordable' with housing priced at 6.6 times annual household earnings (based on median multiple data 3rd quarter 2012)<sup>1</sup>. House prices and rents are increasing and placing pressure on households and social services. Christchurch City's average house price was \$374,000 in the year to March 2013, which was higher than the average for the Canterbury region (\$353,000) and lower than for New Zealand (\$376,000).

<sup>1</sup> Source: 9th Annual Demographia International Housing Affordability Survey: 2013 - <http://www.demographia.com/dhi.pdf>

Table 1: Regional growth indicators (year to March 2013 compared with previous 12 months)

Indicator (annual average % change)	Christchurch City	Canterbury	New Zealand
GDP	6.3%	5.4%	2.8%
House sales	23.5%	15.0%	16.7%
House prices	7.8%	7.8%	1.9%
Guest nights	5.4%	2.6%	0.2%
Residential consents	33.6%	52.2%	19.2%
Non-residential consents	43.3%	40.9%	4.1%
Retail sales	4.1%	4.4%	2.0%
Unemployment beneficiaries	-39.1%	-40.2%	-10.6%
Unemployment rate (% point change)	-1.2%	-1.2%	0.5%

Source: Infometrics, Statistics New Zealand, Ministry of Social Development. REINZ and QV.

## 3.2 What are the key land use issues?

### He aha ngā take matua e hua ana i te whakawhanaketanga o te whenua?

The earthquakes have changed the communities and built environment of greater Christchurch, creating significant economic, social, cultural and environmental effects. Many of these effects have either directly or indirectly changed the way that land is or should be used. In addressing the impacts on land use, particular issues for recovery include:

- land in some locations can no longer be used for residential purposes
- many households have relocated, either temporarily or permanently
- businesses have relocated throughout greater Christchurch
- infrastructure and community facilities have been damaged
- transport movements have changed and some areas of the road network are now more congested
- limits to public and private investment
- repair and rebuild activity is generating its own demands, but there are now opportunities to enhance the way land is used, which may have been harder to achieve before the earthquakes.

### 3.2.1 What are the land use issues for housing?

Around 91% of the approximately 190,000 dwellings in greater Christchurch were damaged as a result of the earthquakes, with 7860 properties in the residential red zone. The residential red zone land is unlikely to be built on for a prolonged period. Within the housing stock that has been lost was a relatively high proportion of more affordable housing, including social housing units and rental accommodation.

Many people are therefore seeking housing, including households from the residential red zone who need to relocate; other households that need to vacate their homes during repairs and rebuilds; a growing rebuild workforce; and other migrants coming to the region. As a result, there is a large demand for existing houses, for rental accommodation, including social housing, and for new sections on which to build. Because of this demand, both house prices and rents have increased significantly in many areas since the earthquakes.

The earthquakes have also had a material impact on many Ngāi Tahu values and families. Many families who have, over the generations, moved away from their whānau lands into the urban environment are currently living in earthquake-damaged areas of the city, including residential red zones, and are now keen to build on reserve land still owned by their whānau.

Rebuilding and development in areas that are outside of the residential red zone but still prone to damage from liquefaction (such as TC3 land) are now more complex. Innovative house designs and foundation solutions are being used to deal with this situation but house prices in such areas are still more subdued than elsewhere.

In addition to these housing pressures, communities have also suffered from the damage sustained to local centres and community facilities. Following repair and rebuilding work, many of these local facilities have reopened. The future of others, however, depends on reinvestment decisions that are still to be made or more substantial redevelopments that are not yet completed. Uncertainty about insurance, surrounding developments, consent requirements and obtaining finance, among many other issues, has delayed redevelopment.

## Looking forward

The strong demand for housing will continue into the future because:

- more households will require temporary accommodation while their homes are repaired or rebuilt, before they can move back to their own house
- rebuild workers coming to greater Christchurch will continue to need rental housing, particularly through to 2016/17, although the precise demand and timeframes are difficult to predict
- the number of households will grow as new households are formed from within the existing population and as other households migrate to greater Christchurch.

Based on Statistics New Zealand data, under a medium household growth scenario, the greater Christchurch metropolitan area

will grow by approximately 36,150 households (22%) to reach 204,600 households by 2028 (table 2). Growth will not be evenly spread throughout the area. Christchurch City is expected to accommodate the majority of the growth (66% or 23,700 households) while Selwyn and Waimakariri Districts are each expected to account for approximately 17% of the household growth (6,300 households in Selwyn and 6,150 households in Waimakariri).

The above data does not include housing demand coming from households relocating within a territorial area from a residential red zone or from the rebuild workers migrating to greater Christchurch. To get a more realistic picture of anticipated housing demand, information gained from the housing intention surveys of the residential red zone and from modelling of workforce requirements has been used. The results are shown in table 2 below.

Table 2: Projections for gross housing demand in the metropolitan area of greater Christchurch (based on Statistics NZ medium growth projections and other sources), 2012–2028, and other data

Greater Christchurch area	2012 post-earthquake households	Additional gross housing demand			
		2012–2016	2016–2021	2021–2028	2012–2028
Christchurch City	143,150	1,500	9,200	13,000	23,700
Red zone and temporary housing demand*		6,000 (4,000+2,000)	-1,000	-1,000	
Waimakariri District	15,250	7,750	2,200	2,200	6,150
Red zone and temporary housing demand*		1,000 (700+300)	-300		
Selwyn District	10,050	2,550	2,250	2,500	6,300
Temporary housing demand*		300	-300		
<b>Total</b>	<b>168,450</b>	<b>12,100</b>	<b>12,050</b>	<b>16,700</b>	<b>40,850</b>

\* A housing intentions survey of residential red zone residents identified that around 20% expected to leave greater Christchurch and of those remaining approximately 75% intended to remain in the district. Some of these residents would have already relocated by June 2012 so the above projections are conservative figures. Temporary workers needing housing (as opposed to hotels, motels or commuting from outside greater Christchurch) are expected to generate a peak housing demand of 5,800 houses. Further demand is likely to arise from households requiring accommodation during repair and rebuild before they return to their homes. It has been assumed that these two sources of demand will generate supply of 2,600 permanent housing which will then become progressively available to meet future demand following the peak of rebuild activity. The remaining temporary workforce demand for housing has been assumed to be provided by temporary accommodation not forming part of the housing stock. Ongoing monitoring will determine the accuracy of such assumptions.

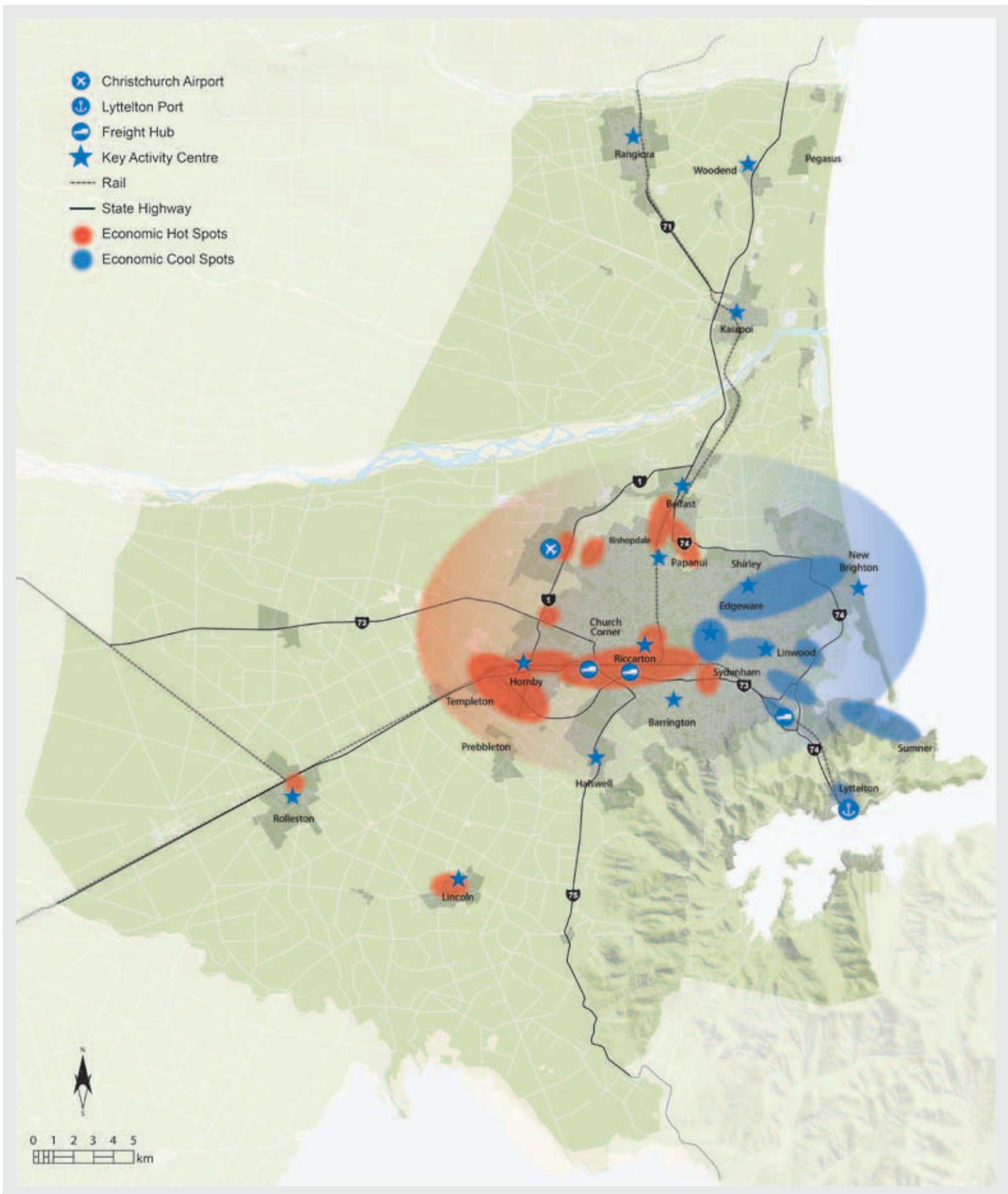


Figure 4: Canterbury Development Corporation's map shows how areas of economic activity changed between 2010 and 2012, red indicating an increase in economic activity and blue a cooling in economic activity.

### 3.2.2 What are the land use issues for business?

Outside the CBD, the earthquakes damaged business premises and industrial land, especially in the east of Christchurch. As a result, business has been interrupted and relocated (temporary, permanent and ongoing) and some businesses have failed. The movement of goods and of people travelling to and from work has also changed.

The Canterbury Development Corporation has identified how economic activity has shifted as a result of the earthquakes. As Figure 4 illustrates, following the earthquakes business activity increased in the west and north of the city ('hot spots') and reduced in the east ('cold spots').

Some businesses with damaged premises have already decided to invest in rebuilding at their existing location or to relocate elsewhere. Most businesses with damaged office and retail premises have found alternative temporary or permanent accommodation. Some relocated close to the CBD or to suburban and satellite centres. Others moved into industrial zones, which has exacerbated a trend that began before the earthquakes and has heightened concerns about 'reverse sensitivity'.

Relocations were made easier due to commercial and industrial land vacancies that had existed before the earthquakes as well as changes to legislation after the earthquakes that have allowed commercial activities in residential premises until 2016. Many businesses, however, are still to make final decisions about their operations.

Some industrial businesses currently in the east of the city are more constrained in their ability to relocate due to the nature of their activities. Approving the necessary discharge consents in alternative industrial zones may not be appropriate. In addition, infrastructure capacity for their high wastewater requirements is not currently available elsewhere and may not be for some time. A further concern is that their workforce is generally living close to these businesses and may not be able to easily travel to work at a relocated site.

### Looking forward

What business needs will be over the lifetime of the Land Use Recovery Plan is difficult to predict. The earthquakes have added to the uncertainty about how different segments of the regional economy will change.

Statistics NZ business demographics data together with modelled growth by industry sectors undertaken for Canterbury Development Corporation provide some insight into structural changes in the economy. The rebuild activity will lead to additional growth over and above these underlying changes, especially in the construction and manufacturing sectors which generally require larger sites for their activities.

Between 2004 and 2011 take-up rates for industrial land within Christchurch City averaged around 20 hectares per year. Uptake in Selwyn District over the last five years ranged from 12 to 15 hectares a year, while in Waimakariri District it was about 1 hectare a year (due in part to limited supply). Notably, however, industrial land uptake in Christchurch in the year to June 2012 was only 7.9 hectares.

If average uptake rates were used to predict future demand, around 540 hectares of industrial land would need to be identified for the period to 2028 (Christchurch City 300ha, Selwyn District 225ha and Waimakariri District 15ha).

Office and retail needs in greater Christchurch over the next 10 to 15 years will be significantly influenced by the vision and successful implementation of the Christchurch Central Recovery Plan. Indications are that many businesses will move back into the more concentrated 'core' when it offers a rejuvenated environment and new commercial floorspace. The clustering of businesses offers a range of advantages that typically attract professional service companies to a CBD.

As businesses return to the centre, they may potentially free up existing commercial space close to the central city and in suburban centres. The space being vacated could meet a portion of the commercial demand from businesses that do not wish to operate in the core or cannot afford the commercial rents likely to be charged for new higher-grade premises. It will also provide opportunities for those businesses operating in residential premises which will need to find space in business zones by April 2016.

Beyond Christchurch City, Selwyn and Waimakariri District Councils have undertaken town centre strategies and supporting research on commercial needs to be accommodated in the key satellite towns, such as Rolleston, Rangiora and Kaiapoi.

Finally, the tertiary and Crown research institutes in the region are collaborating on innovation opportunities that have emerged from and respond to the impacts of the earthquakes on this sector. It is important that the Land Use Recovery Plan offers ways to help such ventures meet their needs for land use, given the importance of this sector to the regional and national economies.

### 3.2.3 What are the land use issues for transport?

The earthquakes and the changes they have made to business activities and population movement have had a significant impact on travel patterns. Congestion in the west of the city has increased markedly and delays for freight traffic are reducing productivity and increasing business costs. The capacity of the road network is now also reduced due to earthquake repairs and other road works associated with upgrades to key strategic routes. The key alternative route to the Lyttelton Port of Christchurch remains closed due to rockfall.

The public transport system has experienced a significant drop in the number of people using buses. The replacement Central Station bus exchange has helped increase patronage to some extent but it is still down by 25% on pre-earthquake levels.

#### Looking forward

The Stronger Christchurch Infrastructure Rebuild Team (SCIRT) has established a comprehensive plan to repair and replace the transport network within Christchurch City. This programme is being integrated with the Government's Roads of National Significance projects in the Canterbury region, which the New Zealand Transport Agency is implementing, and with the Christchurch City Council's 30-year Christchurch Strategic Transport Plan.

These initiatives have been brought together within an overarching recovery framework for transport, the Greater Christchurch Transport Statement (GCTS). Produced following the earthquakes, the GCTS was the result of a collaborative effort involving central and local government and key strategic transport organisations such as Christchurch Airport, Lyttelton Port of Christchurch and KiwiRail.

The GCTS focuses on the strategic links between key places within greater Christchurch. It takes a 'one-network' approach to delivering its objectives of:

- connectedness
- resilience, reliability and efficiency
- travel choice
- safe journeys
- liveable communities
- low environmental impacts.

The GCTS ensures good alignment and coordination between agency programmes to get the best value for money and transport outcomes. It also integrates with decision making about land use timing and location, including the transport plan for the central city as outlined in the Accessible City chapter of the Christchurch Central Recovery Plan.

### 3.2.4 What land use issues do natural hazards create?

Even before the earthquakes, greater Christchurch was vulnerable to, and had experienced, a wide range of natural events that create natural hazards for people and property. Environment Canterbury is the lead agency for gathering and providing information on natural hazards as required by the RMA.

The Canterbury Earthquakes Royal Commission of inquiry, and other reviews post-earthquake, have highlighted the need for more robust decision making on land use in relation to natural hazard management. Some actions have already been taken.

The Canterbury Regional Policy Statement 2013, finalised after the earthquakes and now operative, already contains policy direction with regard to natural hazards. As well as establishing a clear policy framework to address the changed or heightened risk of natural hazards, it has an important focus on the availability of information and guidance, and on defining and delineating areas susceptible to natural hazards. To this end, in December 2012 Environment Canterbury released an updated liquefaction susceptibility map of greater Christchurch. It produced this work in conjunction with GNS Science and other partners as part of a review of liquefaction hazard information.

The Ministry of Business, Innovation and Employment (MBIE) has developed "Guidelines for the investigation and assessment of subdivisions on the flat in Canterbury" (December 2012) to direct geotechnical investigations for new subdivisions and suggest solutions based on likely land performance. In addition, through the Canterbury Geotechnical Database (currently administered by CERA), geotechnical engineers, consent officers and other suitably qualified professionals can share geotechnical and related technical building data. This combined dataset can then inform their work and make the rebuild process more efficient, benefiting all parties with an interest in Canterbury properties.

Ongoing research and investigations are needed to improve understanding of seismic risk; risk and consequence of tsunami; susceptibilities to rockfall, landslide and land damage; new flood risks to low-lying land arising from the effects of sea level rise, altered riverbed levels and intense rainfall events; extended droughts; and liquefaction risks. In the recovery and development of greater Christchurch, it is essential to take account of areas that have significant natural or physical constraints, including those at high risk from natural hazards and, where necessary, avoid development in those areas.

## Looking forward

The Canterbury Earthquakes Royal Commission of inquiry, and the Government's Technical Advisory Group tasked with a review of sections 6 and 7 of the RMA, have both completed reports to the Government. Both reports generally align with each other and recommend a number of technically specific, though quite significant, changes to the planning process and the RMA itself, in order to more strongly emphasise the consideration of natural hazards.

These reports support the Government's intentions, as outlined in the discussion document *Improving Our Resource Management System*, to:

- add natural hazards as a matter in the principles of the RMA
- amend section 106 of the RMA to ensure all natural hazards can be appropriately considered in both subdivision and other land-use consent decisions.

Additional national direction through a national policy statement should further promote more integrated and consistent consideration of all natural hazard risks in resource-consent decision making.

The Canterbury Regional Coastal Environment Plan also identifies action on natural hazard occurrences. It prioritises action on coastal erosion and sea-water inundation events, considered to be regionally significant because they are widespread and can cause extensive damage. Method 9.1 of the regional plan identifies the need for one-off reports where the state of the shoreline and hazards in a district have changed significantly.

As part of the Natural Environment Recovery Programme, Environment Canterbury is reassessing the risks and susceptibilities of natural hazards, and investigating and monitoring earthquake changes in coastal and estuary processes and physical parameters (building in sea level rise and climate variability). Environment Canterbury will report and map the results to inform land use planning and development.

## The key challenges for recovery

Given the issues facing greater Christchurch as outlined in this section, this Recovery Plan will address the following key challenges for recovery.

### Direction and coordination

In directing and coordinating the land use recovery effort, the key challenges are to identify how to:

- provide clear direction as to where and how new development should occur so that it integrates efficiently and effectively with infrastructure programmes and avoids key hazards and constraints
- ensure the servicing and release of land for housing and business land to the market keeps pace with anticipated demand
- ensure land use recovery integrates with and supports wider recovery activity, particularly within the central city
- amend regulatory plans and processes to enable rebuilding and development to go ahead without unnecessary impediments
- increase investor confidence and obtain the best outcomes from resources expended on recovery.

### Communities and housing

In addressing community and housing needs, the key challenges are to identify how to:

- ensure the range, quality and price of new housing provides for the diverse and changing needs of those seeking to buy or rent, including the needs of a growing temporary rebuild workforce
- maximise the opportunity for the market to deliver comprehensive redevelopment in suitable existing neighbourhoods
- focus investment in community facilities and services into centres of activity.

### Transport

In dealing with transport issues, the key challenges are to identify how to:

- manage investment in the transport network to minimise congestion arising from road works and the changes in travel due to development, including business and household relocations
- implement changes to the public transport network to maximise its use and so that the system becomes more attractive and financially viable
- support and promote more walking and cycling in and between centres of activity and for local trips
- maintain and enhance the capacity and efficiency of the freight network, particularly to the port and the airport.

### Business

In responding to the needs of business, the key challenges are to identify how to:

- support businesses that are least able to relocate so they are able to rebuild on existing sites wherever possible
- provide clear masterplans for key centres to provide for commercial activity needs and to support rejuvenation of damaged areas
- provide sufficient industrial business land to accommodate relocations and industrial sector growth.

These key challenges translate into the outcomes sought by the Land Use Recovery Plan through the implementation of actions. They also form the basis against which the Land Use Recovery Plan will be monitored (see section 9).



## 4.0 A PLAN TO LEAD RECOVERY

### MĀ TĒNEI MAHERE TE MAHI WHAKAHAUMANU E ĀRAHI AI

The Land Use Recovery Plan sets a clear framework that provides the decisions and Actions needed to:

- rebuild existing communities
- develop new communities
- meet the land use needs of commercial and industrial businesses
- rebuild and develop the infrastructure needed to support these activities
- take account of natural hazards and environmental constraints that may affect rebuilding and recovery.

After outlining how the Recovery Plan will address each of the above areas, this section outlines the delivery mechanisms that will be used to establish this framework. Table 3 identifies the Actions that will contribute to meeting each of the outcomes of this Recovery Plan.

### Actions

The Recovery Plan includes 56 Actions that have been identified as crucial for land use recovery. These are placed in this section in the subsection most relevant to their focus. However, in many cases Actions contribute to a broader range of desired outcomes and their location in the document is in no way intended to restrict their scope.

Table 3: Actions in this section that contribute to meeting Land Use Recovery Plan outcomes

Land Use Recovery Plan: Chapter 4 - A plan to lead recovery - section headings							
	Outcomes	Rebuilding communities	Building new communities	Providing for business	Delivering infrastructure and services	Addressing natural hazards and environmental constraints	Implementing delivery mechanisms for recovery
i	provide clear direction as to where and how new development should occur so that it integrates efficiently and effectively with infrastructure programmes and avoids key hazards and constraints	Action: 1,2,3,4, 6,9,10,13 14,15,16	Action: 17,18,19,20	Action: 21,22,23, 24,25,26	Action: 37	Action: 38,39,40,41, 42,43	Action: 44,45,48,49
ii	ensure the servicing and release of land for housing and business land to the market keeps pace with anticipated demand	Action: 1,2,3,4, 6,11,12,14			Action: 28,29,30,31, 32,33,34	Action: 43	Action: 45,52,53
iii	ensure land use recovery integrates with and supports wider recovery activity, particularly within the central city	Action: 1,2,3,4,5, 6,7,8,9,10, 11,12,13,14, 15,16	Action: 17,18,19,20	Action: 21,22,23,24, 25,26,27	Action: 28,29,30, 31,32,33,34, 35,36,37	Action: 38,39,40,41, 42,43	Action: 44,45,46,47, 48,49,50,51, 52,53,54,55,56
iv	amend regulatory plans and processes to enable rebuilding and development to go ahead without unnecessary impediments	Action: 1,2,4,6,7, 10,13,15,16	Action: 17,18,19,20	Action: 21,22,23, 24,25,26	Action: 30,33,37	Action: 38,39,40,41, 42,43	Action: 44,45,46,47, 48,49,50,51,54
v	increase investor confidence and obtain the best outcomes from resources expended on recovery	Action: 1,2,3,4,5, 6,7,8,10	Action: 16,17,18,19	Action: 21,22,23,24, 25,26,27	Action: 27,28,29,30, 31,32,33,34, 35,36,37	Action: 38,39,40,41, 42,43	Action: 44,45,46,47, 48,49,50,51,52, 53,54,55,56
vi	ensure the range, quality and price of new housing provides for the diverse and changing needs of those seeking to buy or rent, including the needs of an increasing temporary rebuild workforce	Action: 1,2,3,4,5, 6,7,8,13,14, 15,16	Action: 17,18,19,20	Action: 21			Action: 45,48,49, 51,52

	Outcomes	Rebuilding communities	Building new communities	Providing for business	Delivering infrastructure and services	Addressing natural hazards and environmental constraints	Implementing delivery mechanisms for recovery
vii	maximise the opportunity for the market to deliver comprehensive redevelopment in suitable existing neighbourhoods	Action: 1,2,3,4,5, 6,7,8		Action: 21,24,25, 26,27			Action: 45,48,49
viii	focus investment in community facilities and services into centres of activity	Action: 1,9,10,11,12		Action: 21,22,23, 24,25,26	Action: 29,30,33		Action: 45
ix	manage investment in the transport network to minimise congestion arising from road works and the changes in travel due to development, including business and household relocations	Action: 11,12			Action: 28,29,30,31, 33,34,36		
x	implement changes to the public transport network to maximise its use and so that the system becomes more attractive and financially viable	Action: 9,11,12			Action: 28,29,30, 31,32		Action: 45
xi	foster greater walking and cycling in and between centres of activity and for local trips	Action: 1,2,3,4,6, 8,9,10,11,12		Action: 21,22,23, 24,25,26	Action: 28,29,30,31, 32,33,36		Action: 45
xii	maintain and enhance the capacity and efficiency of the freight network, particularly to the port and the airport	Action: 11,12		Action: 24,25,26	Action: 30,31,32,34, 35,36,37		Action: 45,53
xiii	support businesses that are least able to relocate so they are able to rebuild on existing sites wherever possible			Action: 24,25,26,27			
xiv	provide clear masterplans for key centres to provide for commercial activity needs and to support rejuvenation of damaged areas	Action: 1,4,8,9,10, 11,12		Action: 21,22,23, 24,25,26	Action: 36		Action: 45,49
xv	provide sufficient industrial business land to accommodate relocations and industrial sector growth			Action: 24,25, 26,27			Action: 45,49,53

## 4.1 Rebuilding communities

### Ko te mahi whakatika rānei, whakahou rānei i ngā hapori

Communities in the eastern and hill suburbs of Christchurch City, as well as Kaiapoi and those near to waterways were particularly affected by the earthquakes. Repair and rebuild programmes for both damaged housing and infrastructure are now well underway throughout greater Christchurch but will take a number of years to complete. There is both a need and an opportunity to work with communities and business as part of recovery to address the changing needs of neighbourhoods and the centres that support them.

In addition to the critical task of completing repair and rebuild programmes, action is also required to:

- provide housing choice through:
  - intensification
  - affordable housing
  - brownfield and mixed-use developments
  - temporary accommodation
- revitalise centres
- transform public and active transport
- support new housing on Māori reservations.

Clear regional planning policy is necessary to support action to address these matters, in particular insertions and amendments to a new Chapter 6 of the Canterbury Regional Policy Statement. Section 4.6 and Action 44 provide further detail on this matter.



### 4.1.1 Provide housing choice

Since the earthquakes, a significant proportion of new housing has been new stand-alone homes, especially in greenfield subdivisions. Much of this new stock has been larger family housing, which is generally less affordable and arguably already well provided for.

What is increasingly apparent is that there is insufficient supply of smaller, more affordable homes to offer greater housing choice and meet changing housing needs. This finding is supported by a draft housing market assessment for greater Christchurch and to some degree by housing market preference surveys, including for the central city area. The housing market assessment analysed in detail the current housing stock and household composition as well as the market and demographic trends that are likely to shape the types of new housing needed during the period of recovery. The most recent preference survey, undertaken in 2013 for Christchurch City Council, asked over 2,000 residents about the types of central city developments that would appeal to them and what would enhance the area as a place to live.

Encouraging terrace and town house developments within existing urban areas would increase the supply of these smaller and potentially more affordable housing options. It would have further benefits including:

- helping people remain close to existing communities
- providing homes that are close to existing essential services, leisure activities and recreation facilities and spaces
- supporting the recovery of suburban centres and central Christchurch by increasing the population within their catchments
- maximising the use of existing infrastructure networks
- supporting a more sustainable form of urban development
- lessening pressure on the supply of greenfield development so minimising resources that would be required to extend infrastructure services.

For a variety of reasons, the level of such housing ‘intensification’ before the earthquakes was limited and mainly targeted towards a more affluent market segment. Developers identify a variety of reasons why such developments are less economically attractive, including the high price of land close to the city centre, a perceived lack of demand, difficulties obtaining finance, site investigation and remediation costs, consenting complexities and charges, costs to build two or more storeys and complexities with multi-unit ownership. Greenfield development has simply been an easier option for most developers.

Additional incentives and exemplar developments will therefore be needed to increase the supply of smaller, more affordable housing in existing suburban and demonstrate that good quality medium density housing is a desirable and economically viable form of housing. The Land Use Recovery Plan sets out **a package of measures to promote intensification** and ensure the housing provided complements that envisioned for the central city.

#### The intensification package will:

- undertake exemplar developments
- promote affordable housing options
- identify and provide incentives for brownfield redevelopment
- provide for comprehensive developments through a ‘Floating Zone’
- work to provide more certainty for investment and manage housing costs
- review development contributions
- make amendments to the Christchurch City District Plan to support the above.

#### 4.1.1.1 Achieving intensification

To provide the benefits highlighted above, intensification is best located close to key centres of activity and in other areas with easy access to public transport, education and community facilities and recreation opportunities (figure 5). This type of development is already encouraged in Christchurch's inner suburbs through the district plan. Through a **review of the 'City Plan' – namely, the district plan for Christchurch City** – other appropriate areas can be identified and a supportive consenting process can be established.

Another part of the intensification package is to provide measures for **comprehensive development** so that it is possible to take advantage of the opportunities to amalgamate vacant residential lots that the earthquakes have presented. These are typically larger sites as part of a single planned scheme. Comprehensive development proposals often achieve better outcomes for sites in strategic locations, sites with unusual constraints, or sites that would benefit from innovative treatment or flexibility to better suit their neighbourhood.

The 'floating zone' provisions would amend the current Christchurch City District Plan to enable comprehensive developments with more intensive housing in situations that meet appropriate criteria. Criteria will be developed by the Christchurch City Council and may enable flexibility within plan provisions that would otherwise restrict suitable development. The criteria will need to consider opportunities to internalise effects of development and ensure it is sympathetic to the existing urban environment.

The quality, attractiveness and affordability of medium density developments directly influence the market demand for these housing types. Councils will work collaboratively with interested developers and other agencies to undertake a number of **exemplar developments**. These exemplars will demonstrate that medium density housing can be built cost effectively and that, at the right price, there is a significant demand for it. Associated measures, such as improving public spaces and amenities, may also help to promote intensification and are to be encouraged.

Collaboration with developers, finance providers and insurers will help create attractive market packages. **Development contributions will also be reviewed** to ensure they are fairly apportioned and actively encourage medium density development in existing urban areas, particularly to support redevelopment of the central city.

### Central city living

The Christchurch Central Recovery Plan has a key goal of encouraging people to live in the city centre. It sets out specific projects to improve the public realm, create liveable and accessible environments and reinstate and/or build key attractions and facilities. A focused package of initiatives, similar to that identified in the Land Use Recovery Plan, is being developed and will consider:

- exemplar medium density housing schemes, such as the 'Breathe – New Urban Village' project
- release of land for medium density housing, such as within the East Frame
- review of development contributions to positively influence development and investment decisions
- flexible planning policies and rules that encourage quality inner-city living
- use of land assembly powers to facilitate comprehensive development
- promotion and marketing of the central city as an ideal place to live
- research on market supply and demand and effective communication to help guide and inform
- developers and potential residents
- other potential interventions to stimulate both residential development and demand for inner-city living.

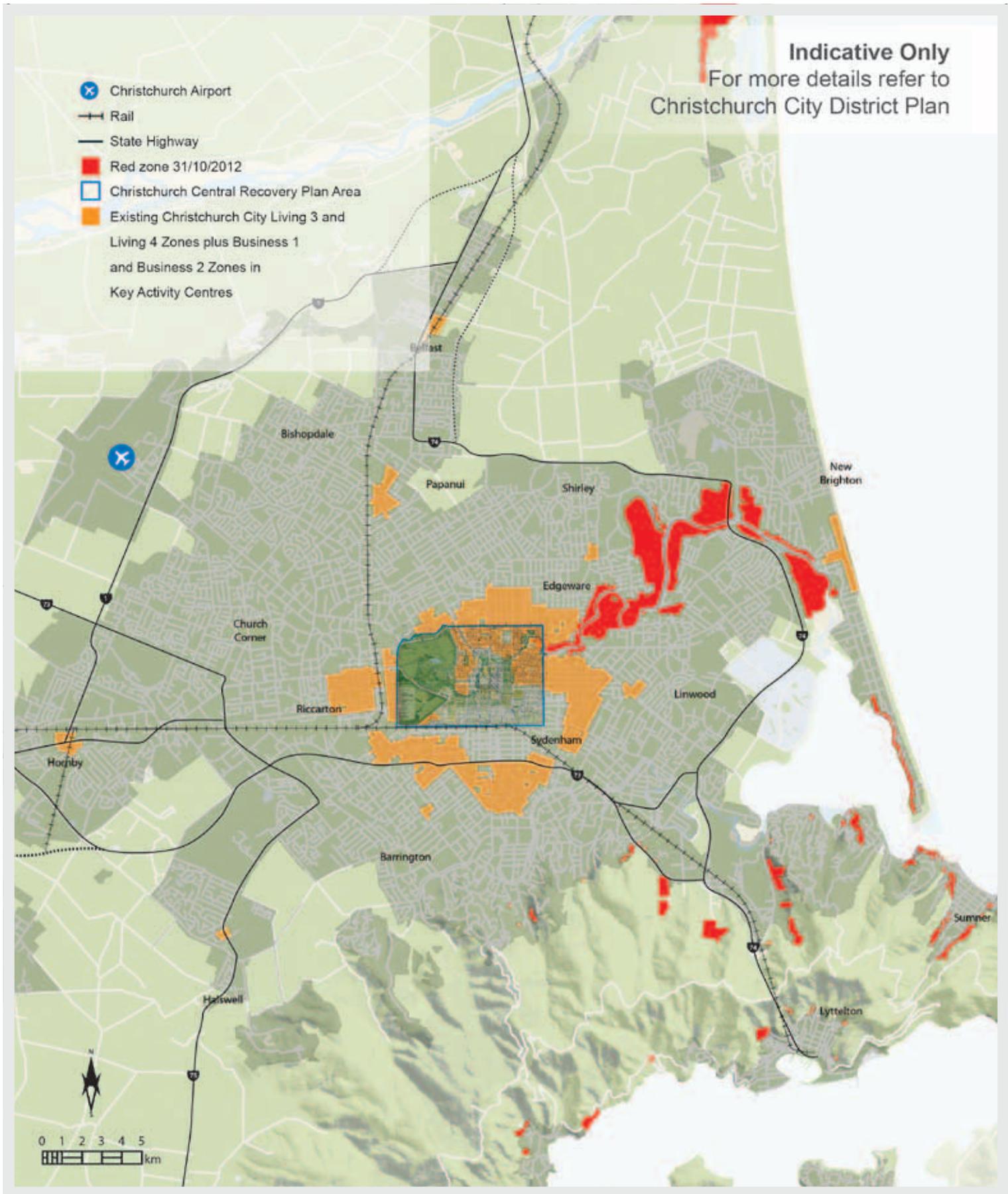


Figure 5: Potential areas for intensification in Christchurch City to provide medium density housing. Based on existing Christchurch City District Plan Living 3 and Living 4 zones plus Business 1 and Business 2 zones in Key Activity Centre locations

## Actions to enable recovery

### **Action 1: CCC District Plan review**

Christchurch City Council to amend its district plan to facilitate and enable a timely and coordinated recovery, and to provide for:

#### **Housing choice**

- i. a range of housing types and locations recognising the changing population and loss of housing options as a result of the earthquakes
- ii. the relationship of Ngāi Tahu whānui with Māori Reserves by enabling that land to be used for its intended purpose\*
- iii. housing options on historic Māori Reservations, particularly Māori Reserve 875 (Rāpaki)\*

\* subject to final decisions to address life risk from rock roll and rockfall

#### **Intensification**

- iv. a choice of housing through a range of residential density and development provisions to facilitate intensified development
- v. comprehensive developments through residential and mixed-use provisions
- vi. temporary or permanent additional accommodation including by providing options to reconfigure existing houses

#### **Revitalise centres**

- vii. intensified residential development
- viii. a range of public and privately established community facilities and services to be provided for at Key Activity Centres and neighbourhood centres

#### **Supporting rebuilding activities**

- ix. improved accessibility to buildings, structures and public places and spaces through opportunities during rebuilding
- x. reduced consenting and notification requirements.

### **Action 2: Incentivising a range of housing types**

Christchurch City Council to amend its district plan to introduce objectives, policies and methods to support a 'floating zone' to enable comprehensive redevelopment that provides for a range of housing types and sizes.

### **Action 3: Incentivising a range of housing types**

Christchurch City Council to investigate and consider the existing LGA and RMA instruments relating to intensification

and the promotion of city living, including affordable and temporary housing, in identified intensification and brownfield locations. This may include a range of financial tools, regulatory incentives, other initiatives, and development contributions policies to provide a package of initiatives and incentives to facilitate recovery.

### **Action 4: Incentivising a range of housing types**

Selwyn and Waimakariri District Councils to identify appropriate sites within the existing urban area for intensified residential and mixed-use development and amend their district plans to enable comprehensive development of these sites.

### **Action 5: Incentivising a range of housing types**

Councils to work in partnership with central government and the private sector to provide more investment certainty and initiatives to manage housing costs, through, for example:

- i. the use of government procurement and influence to achieve economies of scale in housing development
- ii. enabling a range of housing types for displaced residents, temporary workers and others, which could be on sold
- iii. investigating head-lease agreements from private developments/investors to sublet them to non-government providers to house displaced residents or those in need.

#### 4.1.1.2 Affordable housing

Although affordability is not the sole focus of intensification, it is critical that a proportion of homes are affordable to lower income households. To this end, as part of the social housing rebuild programmes of Housing New Zealand Corporation and Christchurch City Council (which together own or lease more than 8,500 properties in Christchurch), opportunities for **showcasing good-quality, medium density development** will be identified. These initiatives will provide for a mix of tenures, not just social housing, with priority given to established but earthquake-damaged neighbourhoods, particularly in the east of the city. They can then provide a model for comprehensive renewal across the whole social housing stock.

Wider initiatives to increase the amount of affordable housing are being considered as part of the Residential Rebuild and Housing Recovery Programme. In addition, the Government's Social Housing Unit (working with CERA, the Ministry of Business, Innovation and Employment, Te Rūnanga o Ngāi Tahu, social housing providers and other agencies) will help direct some \$31 million signalled for greater Christchurch over the next three years to deliver new social housing to support recovery.

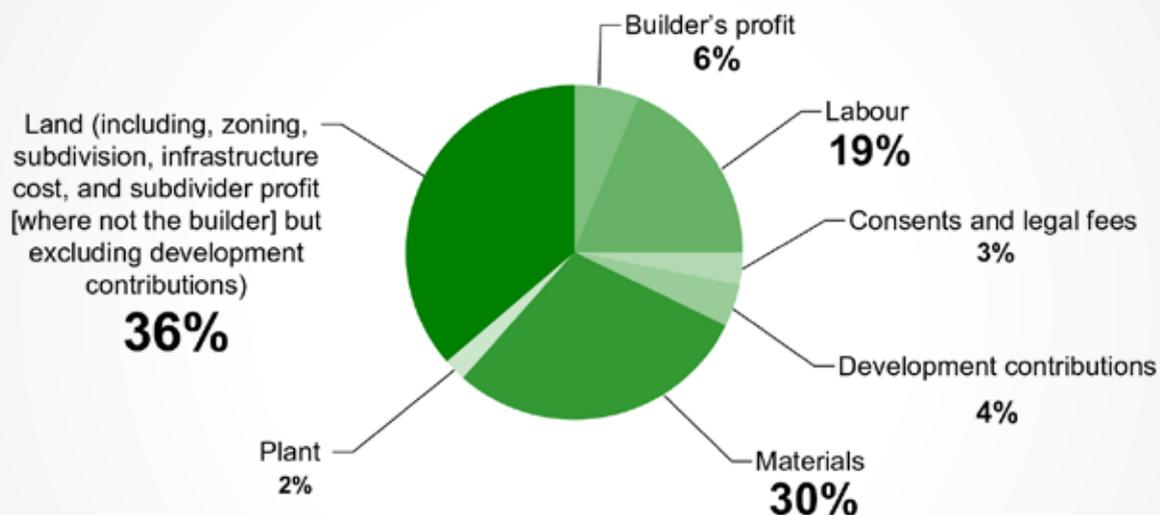
A range of home ownership models and housing assistance schemes operate in New Zealand and overseas. Government, councils and the private sector will work to **explore how these housing schemes can be advanced** in greater Christchurch as part of developing Government policy on this issue.

#### Defining affordable housing

There is no agreed legal or statutory definition of affordable housing or social housing in New Zealand. However, the most common definition uses affordable rents and sale prices as "the prices that households can afford to pay when their housing costs equate to 30% of their gross household incomes". Set out below is a definition that the Land Use Recovery Plan and other planning documents could use in the Christchurch context:

**Affordable housing** – Housing that the lowest 40% of income earners can afford to rent or own without spending more than 30% of their gross household income on housing costs. For the purposes of determining housing affordability, household incomes are typically adjusted for household composition (ie, equivalised incomes) and inclusive of government subsidies such as the Accommodation Supplement. Affordable housing may be lower-priced market housing or may include an additional subsidy. Affordable housing may be provided by the private market, with or without additional income support from the Government, or by community housing providers.

**Social housing** – a subset of affordable housing targeted to renting households which face multiple barriers to accessing and sustaining housing in addition to affordability. Social housing is provided by central government, local government or community housing providers. Not-for-profit housing programmes help low and modest income households and other disadvantaged groups to access appropriate, secure and affordable housing.



Modelled costs of building a 145 square metre house in Auckland

Figure 6: House buildings costs – from Department of Internal Affairs, Development Contributions Review report indicating land, materials and labour are main costs, development contributions only 3-4% of house prices.

The cost of new housing relates to both construction costs and prevailing property market prices. At a national level, the Building and Construction Sector Productivity Partnership, a partnership of industry and Government, has established work streams to use their combined strengths to address improved productivity in the sector. These include investigating procurement and construction systems that can offer solutions to achieving more affordable homes. As shown in figure 6 below, materials represent around 30% of the typical costs of building a new house.

## Actions to enable recovery

### Action 6: Affordable housing

Christchurch City Council to enable a range of housing types, particularly exemplar\* medium density development, for proposals within existing urban areas zoned for residential purposes:

- i. on land owned by Housing New Zealand Corporation, or designated by the Minister of Housing, to be redeveloped by the public and private sector
- ii. on land owned by the Christchurch City Council
- iii. on land owned by Te Rūnanga o Ngāi Tahu (investigation of proposals)
- iv. to support the private sector and third sector to bring forward proposals.

Christchurch City Council and central government will work collaboratively with developers to agree the redevelopment of a minimum of two sites. Consideration will need to be given to leasehold, rent-to-buy or shared equity/shared ownership options for households to gain access to affordable housing.

\* An 'exemplar' development would be a model for future housing developments that provides an innovative design solution for affordable, medium density housing, suited to the location, and that is well insulated, energy efficient and attractive.

### Action 7: Affordable housing

Central government and district councils to investigate mechanisms to encourage the provision and retention of affordable housing within proposed new residential developments. This may include a percentage of new developments to provide 'affordable' and 'social' housing and/or options for first home buyers.

### 4.1.1.3 Brownfield redevelopment

As well as supporting intensification within existing residential areas, councils will review opportunities for **promoting mixed-use development and redevelopment of brownfield sites** in suitable locations.

Brownfield land in this context would typically include large vacant or former industrial sites that have the potential to be comprehensively redeveloped for other uses, including medium density housing. The redevelopment of these sites can be complicated by, for example, contaminated land, sensitive adjacent uses or market resistance.

Mixed-use activities provide the opportunity to establish or foster an integrated community that includes retail, commercial and residential development. However, what types of activities are appropriate and the amenity of surrounding residents need to be carefully considered. In the right location, particularly within established neighbourhood, suburban or key activity centres, mixed-use development can boost recovery significantly.

## Actions to enable recovery

### Action 8: Brownfields

Councils and central government, in collaboration with developers, to identify and implement mechanisms to facilitate and enable the comprehensive development of identified brownfield sites for housing, mixed-use or commercial activities.

#### 4.1.1.4 Targets for intensification

With the support of a clearer and more supportive planning and regulatory environment and the proposed intensification incentives and exemplar housing projects, existing urban areas could provide homes for many more new households. The existing zoning provisions enable intensification to occur already, particularly within and around the central city and key activity centres. Attracting people to live within and around the central city in high quality housing will be critical to supporting the recovery of the central city.

The average intensification ratio across greater Christchurch from 2007 to 2010 was 37% (or 41% of households just within Christchurch City), whereas the current 2013 projection sees this falling to approximately 13%. In this period of recovery there are both new constraints (actual or perceived) and new opportunities that will influence how much housing is provided through intensification.

The Land Use Recovery Plan establishes intensification targets for the number of new households to be provided through intensification across greater Christchurch over three time periods. This approach recognises that developer confidence will increase over time as the package of measures to support intensification takes effect and changing demographics increase the demand for such housing. Targets (averaged over each period) are provided in table 4 below. Figure 7 translates these targets into projections for the percentage of new households that

will be intensified housing through to 2028 and beyond.

It is anticipated that the majority of this new housing in existing urban areas (a total of 18,842 houses) will be built in Christchurch City. However, intensification in other appropriate urban areas across greater Christchurch is also supported. A proportion of these new households will be provided within the central city area through the implementation of the Christchurch Central Recovery Plan. Previous studies and plans have suggested housing for a total of 10,000 households, equivalent to around 20,000 people, could be provided within the central city, although it is not expected that this total will be catered for by 2028.

Within the main existing residential zones of the city (Living 1, Living 2, Living 3) there is currently around 161 hectares of bare land which could, by applying a conservative formula relating to existing zoning rules, easily provide for over 3,000 new houses. This total area does not include all living zones in the city and could be expanded, particularly if Living Hills Zone is considered.

Equally, without changing existing district plan rules, the current residential areas zoned L1-L3 have approximately 30,000 fewer houses than the theoretical maximum allowed. The intensification Actions in this Recovery Plan aim to increase this housing potential in suitable locations. This does not include the central city area (land within the five avenues).

Table 4: Targets for intensification – households to be provided within existing urban areas as a % of total household growth across greater Christchurch, averaged over each period

Time period	Projected housing demand per time period*	% target of new households provided in existing urban areas per time period	Total households provided in existing urban areas per each time period
2013–2016	12,100	35%	4,235 households
2016–2021	12,050	45%	5,422 households
2021–2028	16,700	55%	9,185 households
<b>Total households in existing urban areas by 2028 = 18,842 households.</b>			

\* From Statistics NZ figures included in Table 1: projections for gross housing demand in greater Christchurch. Households to be provided within existing urban areas as a % of total household growth across greater Christchurch, averaged over each period.



Figure 7: New intensified housing as a percentage of all new housing in greater Christchurch

#### 4.1.1.5 Facilitate temporary accommodation

The demand for temporary housing for both workers and householders whose homes are being repaired or rebuilt overlaps with the demand for permanent housing where, for example, households seek long-term rental accommodation. The likely scale of the temporary accommodation demand is difficult to forecast as it is dependent on a number of unknown factors, particularly the rate of the rebuild. However, the peak demand is anticipated to occur by 2016, with the demand for temporary accommodation reducing after the peak.

Some of the housing demand is being met through new homes being constructed, but a significant portion of the temporary accommodation demand is being met by households sharing homes or taking in boarders, housing available from residents who have left Christchurch permanently, and purpose-built worker accommodation and other commercial accommodation.

Amendments have already been made to district plans, through the use of section 27 CER Act powers, to enable the further development of temporary accommodation for rebuild workers and so support the expression of manaakitanga (hospitality, kindness). Planning instruments and other tools need to enable the provision of good quality housing for workers that are helping to rebuild our city. Although the use of these provisions has been low and raises concerns that a shortfall of temporary accommodation will place increasing pressure on the existing rental stock. The use of these provisions is expected to increase as the rebuild ramps up and key rebuild projects are commissioned.

The actions required elsewhere in the Land Use Recovery Plan will assist in ensuring sufficient capacity is available to meet demand, including:

- the CCC District Plan review which is to include consideration of increased housing choice and facilitation of intensification (Action 1)
- incentivising intensification and city living (Action 2)
- incentivising/providing medium density housing (Action 3)
- zoning greenfield priority areas (Actions 17–19).



### 4.1.2 Revitalise centres

As well as providing housing choice, it is important to revitalise local neighbourhood centres and larger suburban and town centres so that they are attractive and function effectively for their existing and future communities.

In addition to providing local shopping, centres can contribute significantly to meeting wider community needs by offering a range of services and amenities, such as:

- public places and spaces to meet and for organised events
- cafes, bars and restaurants
- health, education, recreation and cultural facilities
- council service centres
- smaller offices and mixed-use premises
- public transport interchanges.

Given that there are limits to both public and private investment, a clear framework is needed to help in making decisions about which centres are best placed to support larger commercial activity and act as hubs for public transport and multi-agency community facilities. Following the earthquakes, it has become essential to have this framework as a way to influence reinvestment in post-quake opportunities and to help prioritise centres with significant damage.

In addition to recognising the primacy of central city, the Land Use Recovery Plan therefore identifies Key Activity Centres (KACs) across greater Christchurch (figure 8). The purpose of a Key Activity Centre is to act as a focus for the activities listed above and to help in determining suitable locations for encouraging housing intensification.

### Key Activity Centres

Central Christchurch remains the prime urban centre in the region. However patterns of movement and commercial investment have created more prominent local centres serving the suburbs and surrounding rural catchments. These KACs may differ from one another in overall size and form and also in the scale and balance of the activities they offer. For example, although many KACs contain commercial malls, the presence of a mall does not define a KAC nor is it an overriding priority in assessing the recovery-related needs of a KAC. The amount of public and private investment as part of recovery can be matched appropriately to the needs of each centre.

This Recovery Plan locates KACs in the Christchurch inner suburbs, Christchurch outer suburbs and the main satellite towns of greater Christchurch. They are a sufficient distance from one another in order to reduce (but not eliminate) the overlap of catchments that could lead to investment inefficiencies. The central city is given primacy over KACs due to its roles as a regional commercial centre and a key economic hub for the South Island.

Other smaller centres are equally if not more important to the local communities they serve. These include local neighbourhood shops, as well as centres built around employment and learning bases such as the hospital and the university campuses.

Maintaining local centres can support a ‘neighbourhood village’ concept, offering local identity and a sense of belonging and providing for basic shopping, business and recreational needs. This focus supports the Ngāi Tahu values of whakawhanaungatanga (the active nurturing of relationships) and manaakitanga. It also ensures local communities are interconnected and accessible, and offer diversity. Intensification and good-quality development can enhance this sense of place and add vitality to neighbourhood centres. Initiatives such as the design competition for ‘Breathe’ in the central city and Peterborough village are actively pursuing this model.

Working with local communities, councils have already established town centre strategies and masterplans for many of their key centres or for those that experienced the most damage. The implementation of these plans will be important to rejuvenate such centres. The Land Use Recovery Plan therefore requires councils to **integrate public investment** into these areas as part of their annual plans and other local government funding processes.

### Actions to enable recovery

#### **Action 9: Centres and community facilities**

Councils to identify and implement programmes through the relevant LGA instruments for public facilities, services and amenity improvements required to enhance redevelopment opportunities around targeted Key Activity Centres and neighbourhood centres requiring redevelopment as a result of earthquake damage.

#### **Action 10: Centres and community facilities**

Selwyn and Waimakariri District Councils agree to investigate and consider appropriate amendments to their district plans to inform the location and provision of a range of public and privately established community facilities and services within Key Activity Centres.

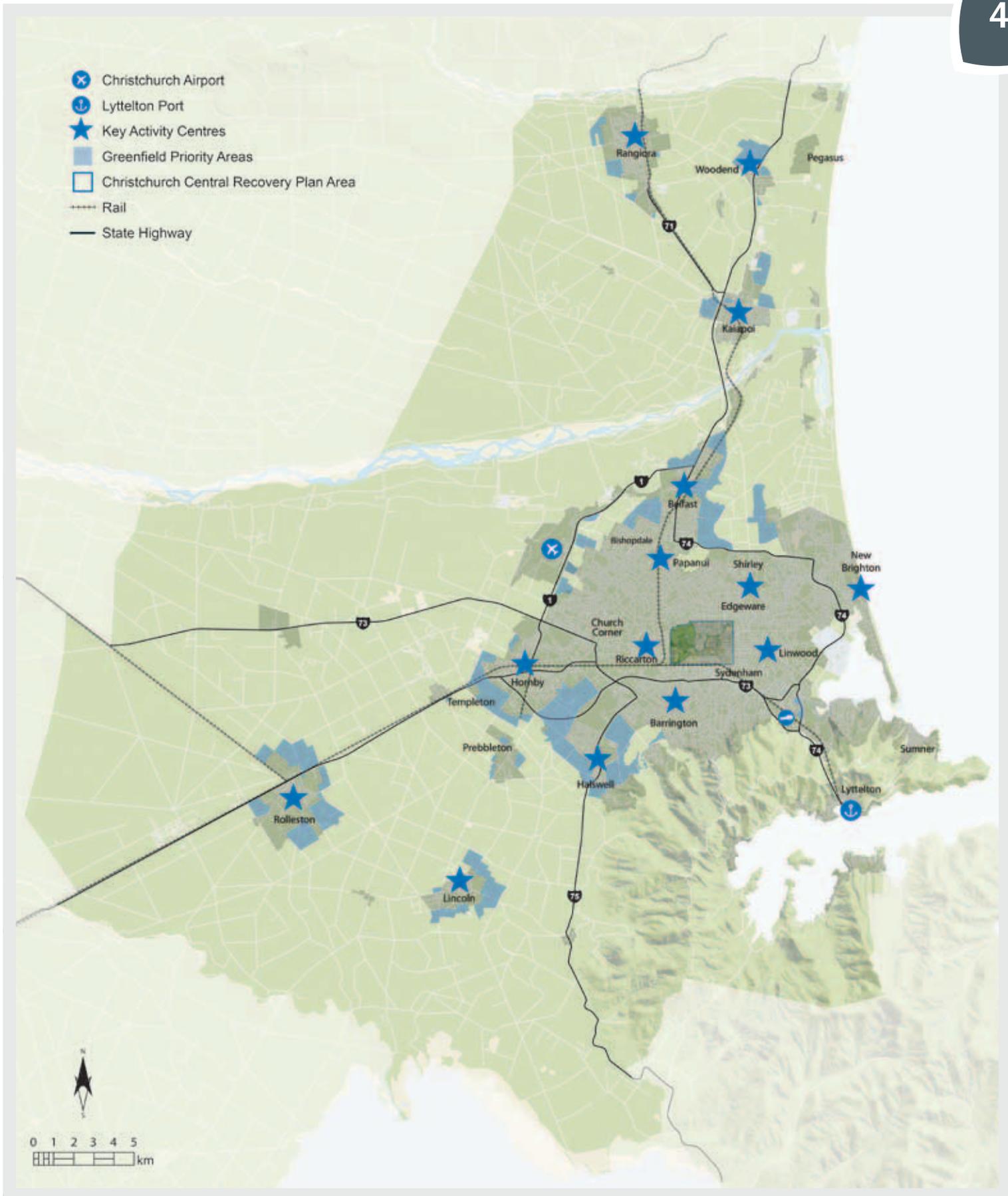


Figure 8: Key Activity Centres

### 4.1.3 Transform public and active transport

Changing travel patterns since the earthquakes has placed significant stress on Christchurch's transport infrastructure. It is important that while roading infrastructure is upgraded, that other forms of transport are supported to provide an alternative to driving and lessen the impacts on traffic. Support for a compact urban form and the promotion of cycling, walking and public transport, along with travel demand management will lead to efficiencies and facilitate a well co-ordinated recovery.

Since the earthquakes, a new 'hubs and spokes' model for public transport has been initiated to support the transition to recovery. Implementing this model is important to:

- maintain accessibility to business and residential areas for members of the community
- support economic recovery of the central city, suburban and satellite centres.

The **new 'hubs and spokes' model for public transport** makes Key Activity Centres an integral part of its network service planning and investment programme (figure 9). The main public transport routes will also be a consideration in decisions about where to encourage medium density housing (to provide a high level of service to residents and maximise bus patronage) and, after further investigation of potential public transport options, where to **provide corridor protection**.

Better provision for **safe walking and cycling routes** in and between centres is also essential. Christchurch City Council has already committed to significantly improving the cycle network in implementing its Christchurch Strategic Transport Plan. Spanning 30 years, this plan aims to make more effective use of the road network and provide transport choices that connect people and places.

Plans to implement 13 priority cycleway projects are progressing (figure 10) and new cycleway design guidelines have already been adopted.

Creating safe, walkable communities also has positive health and social outcomes and reduces the need to use cars for short trips. Through planning and design that incorporate accessibility, including for people with mobility needs and with needs due to other disabilities, the rebuild will create inclusive environments and transport networks for the future.

## Actions to enable recovery

### **Action 11: Transport choice**

Environment Canterbury and Christchurch City Council to implement an agreed three-year public transport recovery package of services and infrastructure (including the central city Bus Interchange, suburban hubs at Northlands and Riccarton and two super stops in the CBD, and priority traffic management) across Christchurch City that enables the public transport operations envisaged for the central city under the Christchurch Central Recovery Plan and Environment Canterbury's 'hubs and spokes' model.

### **Action 12: Transport choice**

Councils and NZTA agree to ensure that rebuilding of the transport network delivers opportunities for a range of transport modes (including walking, cycling, public transport and rail) in and between centres and existing and new business and residential areas.

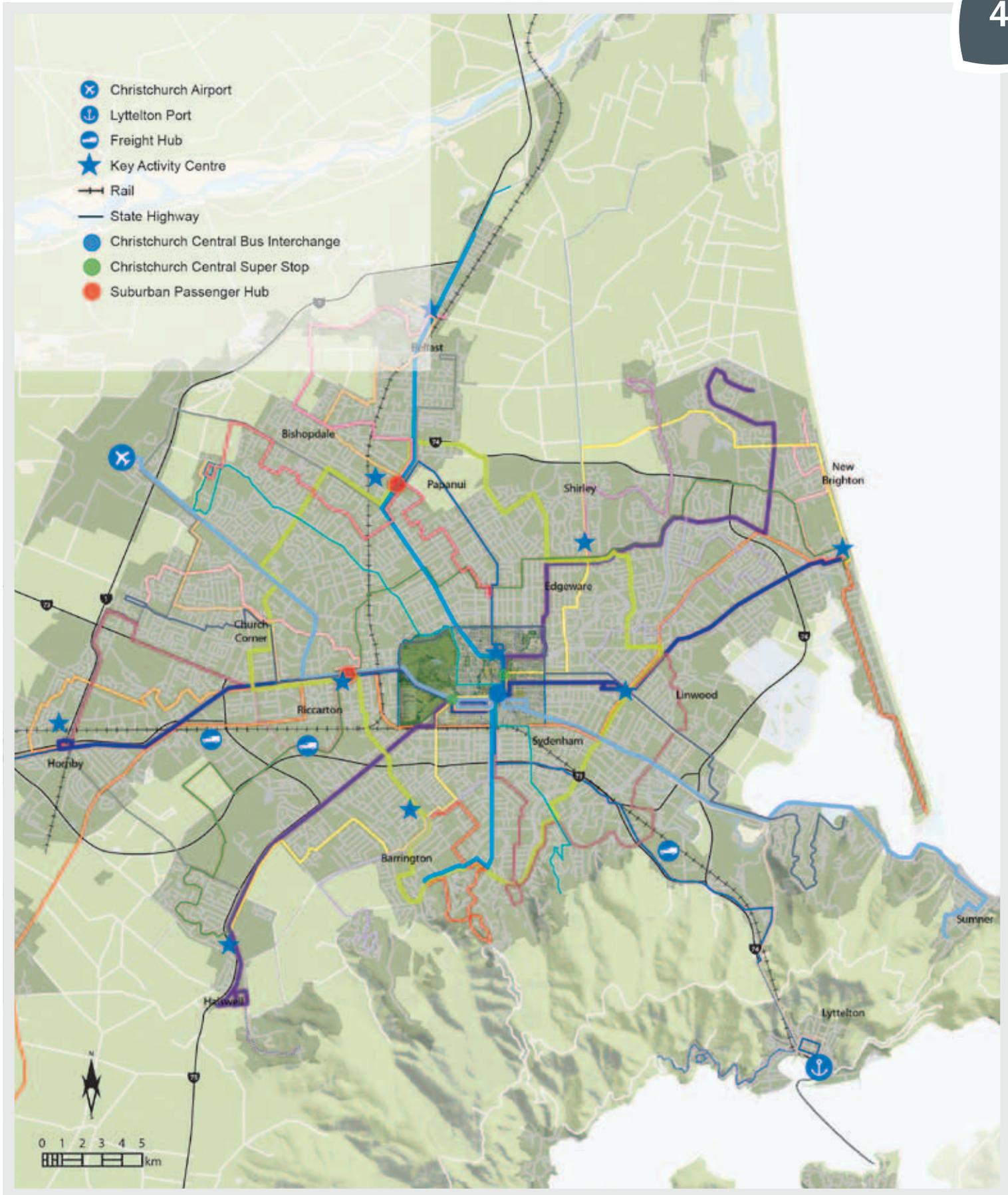


Figure 9: Public transport 'hubs and spokes' network

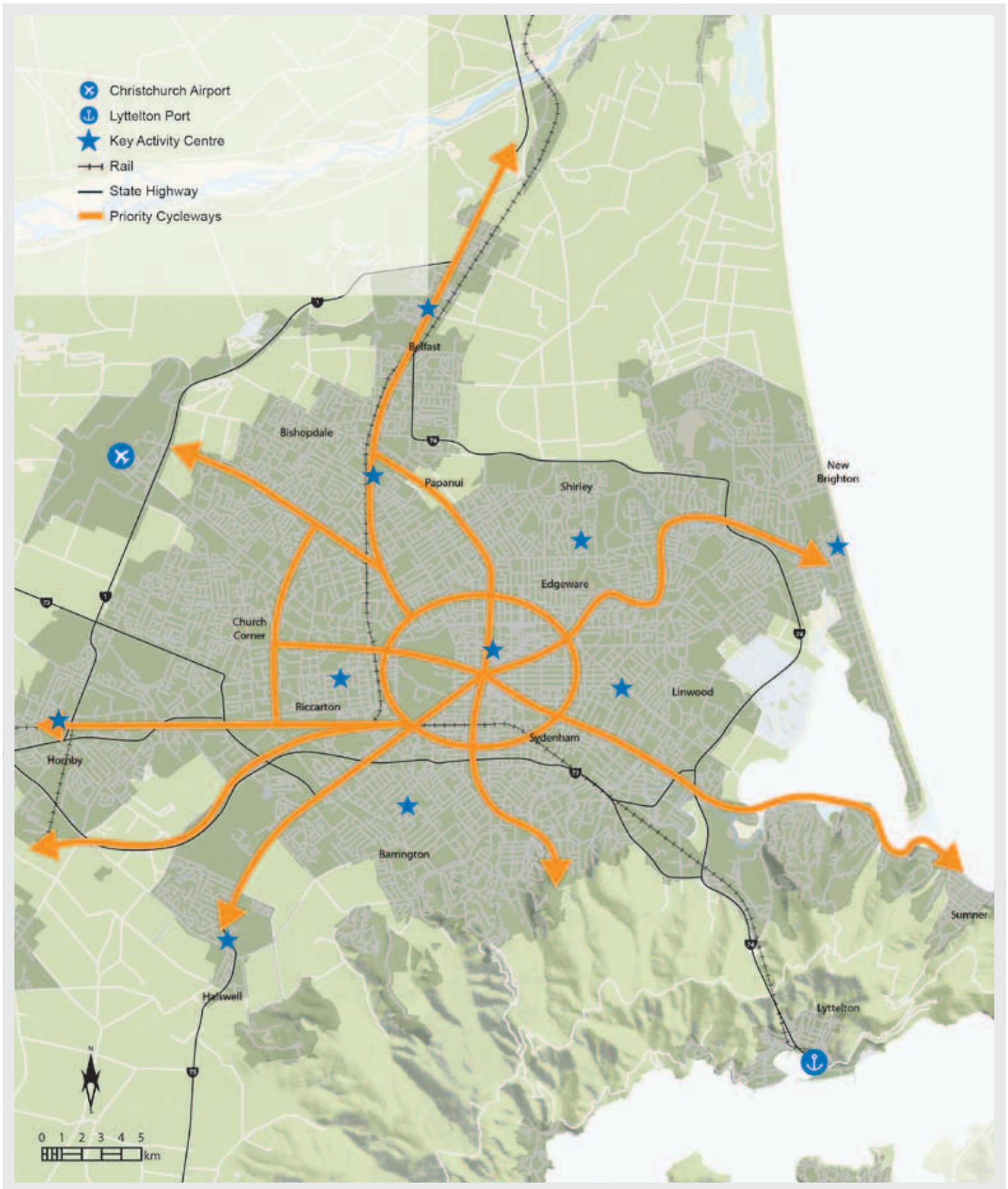


Figure 10: Priority cycleways in Christchurch

#### 4.1.4 Support new housing on Māori reservations

##### He whare tū ngā kāinga, he tūrangawaewae ka mau tonu

Enabling Ngāi Tahu families impacted by the earthquakes to build **new homes for whānau on Māori reservations** in greater Christchurch addresses a specific recovery need and helps realise the original purpose and intent of the Māori reservations (ie, to protect and provide for enduring tūrangawaewae).

Chapter 5 of the Canterbury Regional Policy Statement already provides for tangata whenua with mana whenua to undertake papakāinga, marae and ancillary activities on ancestral land in a manner that enhances their ongoing relationship, culture and traditions with that land. Christchurch City, Waimakariri District and Selwyn District Councils are required to set out objectives and policies in their district plans to implement this policy within three years.

The Land Use Recovery Plan will require these councils to give effect to this policy within the greater Christchurch area, thus facilitating the appropriate subdivision and utilisation of whānau land for more affordable housing options for Ngāi Tahu whānau. This will assist social, cultural and economic recovery and will enable the expression of mana whenua and tino rangatiratanga.

### Actions to enable recovery

#### Action 13: Māori Reserves

Selwyn and Waimakariri District Councils, in collaboration with Te Rūnanga o Ngāi Tahu, to amend, where necessary, their district plans to recognise and provide for the relationship of Ngāi Tahu whānui with Māori Reserves in the area covered by this Recovery Plan, to enable that land to be used for housing, where this is appropriate and in accordance with its intended purpose.

#### Action 14: Māori Reserves

Councils agree to coordinate the sequencing, provision and funding of infrastructure in relevant Local Government Act and RMA instruments, or other infrastructure plans, to enable the orderly and efficient development of Māori Reserves, within the area covered by this Recovery Plan.

#### Action 15: Māori Reserves

Waimakariri District Council to amend its district plan to provide for housing options on Māori Reserve 873 (Tuahiwi) as set out in appendix 4.

#### Action 16: Māori Reserves

Waimakariri District to amend its district plan to provide methods to achieve the housing options on Māori Reserve 873 (Tuahiwi) to give effect to objectives and policies as set out in appendix 4.

### Rebuilding communities: What will success look like?

- Government, councils and other agencies work together to enable, and where necessary incentivise, the housing market to deliver high-quality, affordable housing within existing urban areas to meet demand and achieve intensification targets.
- District plan amendments are expedited to respond effectively to the needs of rebuilding and recovery, along with further streamlining of consenting processes.
- Exemplar housing projects, completed by a range of organisations, demonstrate that high-quality, affordable urban living is a real and attractive housing option to meet demand.
- Housing options are enabled for Ngāi Tahu whānui on Māori Reserve land.
- Centres of activity are revitalised to offer attractive and vibrant locations for business to prosper and people to easily access a wide range of integrated community facilities.
- New uses for suitable vacant and underutilised brownfield sites are determined which integrate with surrounding communities and enable redevelopment.
- Significantly more trips are made using public and active transport modes, particularly for shorter journeys and between centres, supported by effective and accessible routes and efficient and attractive services.



## 4.2 Building new communities

### Ko te hanganga o ngā hapori hou

To meet the anticipated housing demand in a timely manner and provide housing choice, it is essential to establish some new subdivisions in suitable locations next to existing communities. Greenfield development, on the edges of urban areas, is one housing option that many households, including those moving to greater Christchurch, would like to choose. This provision needs to be balanced with wider objectives to achieve sustainable development and value for money. Clear regional planning policy is necessary to support action to address these matters.

#### 4.2.1 Investment needs certainty

Central and local government, utility providers and the wider development community are making considerable investments in the recovery of greater Christchurch. Greenfield housing requires appropriate planning, design and financial investment to deliver the required infrastructure, particularly wastewater and transport, as well as ongoing costs for infrastructure operation and other services such as public transport and community facilities. As discussed further in section 4.4, it is essential therefore to provide certainty about the location and timing of future greenfield development, and the co-ordination of infrastructure and land use so that:

- investors can commit their funds confidently
- central and local government can use public resources efficiently
- costs for the wider community are minimised.

#### 4.2.2 Identify priority areas for greenfield housing development

The Land Use Recovery Plan identifies a series of **greenfield priority areas** for new residential subdivisions sufficient to meet anticipated demand through to 2028. These priority areas are shown in figure 11. These areas link to existing communities and have been identified following considerations including:

- an efficient expansion of supporting infrastructure networks and services
- assessment of natural hazards and environmental constraints (see section 4.5)

Some of these areas have already been zoned for new housing since the earthquakes. This includes zoning at Kaiapoi, Prestons and Halswell that has been confirmed under section 27 of the CER Act. Councils will change district plans to **rezone further greenfield priority areas** for housing, sufficient for a further 15,000 households, as necessary to meet demand and in alignment with the provision of essential infrastructure.

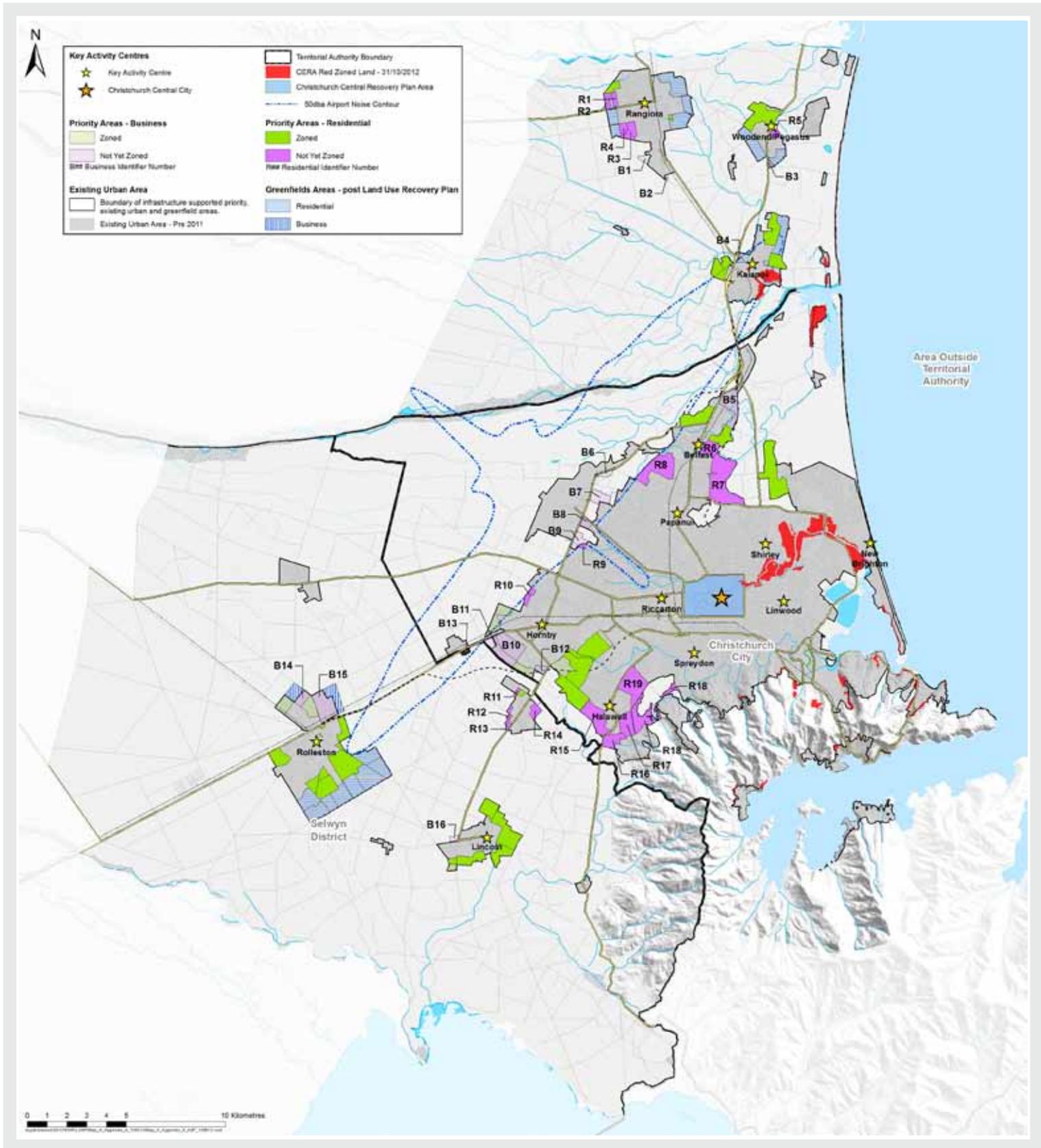


Figure 11: Map of greenfield priority areas (appendix 2, map A)

As outlined in the appendices of the Land Use Recovery Plan:

- rezoning of land in Prebbleton, Rangiora and in the upper Styx area of north-west Christchurch will provide additional houses to help meet the increased demand for housing as a consequence of the earthquakes. Infrastructure, geotechnical and planning assessments have been undertaken and the layout of these areas is confirmed in Outline Development Plans
- amendments to district plan provisions and maps will provide clarity as to where rebuilding and development should and should not occur before 2028, including the identification of priority areas
- amendments to Christchurch City District Plan provisions and maps will better manage activities within the 50dBA air noise contour and identify this contour on planning maps
- amendments to the Waimakariri District Plan will better enable the provision of housing options for descendants of the original grantees at Māori Reserve 873
- amendments to the Waimakariri District Plan Business 1 zone provisions so that residential activities in these zones are appropriately located and do not frustrate redevelopment and business activity necessary to revitalise these commercial areas

- minor amendments to the Selwyn District Plan will better align provisions with chapter 6 of the Regional Policy Statement and resolve issues raised in relation to provisions inserted by Plan Change 7 which rezoned 810 hectares of land in Rolleston and Lincoln for future development.

As outlined in section 3 (table 2), housing demand through to 2028 is anticipated to be for 40,850 households.

Assessment of these greenfield priority areas indicates they would be able to supply a total of 42,600 sections by 2028 if fully subdivided and released to the market. Most (30,600 sections) are already zoned and serviced (particularly with respect to wastewater infrastructure), or can be by 2016. A further 9,800 potential sections could be available by 2021, and the final 2,200 by 2028. Table 5 provides these details for each of the proposed priority areas, while figure 12 presents them spatially.

The potential location and timing of greenfield housing land supply are particularly dependent on how long it takes to build the wastewater infrastructure required. Another influence is the required staging outlined in planning rules where the land has already been rezoned for residential development, but can only be built in stages due to particular constraints.

Table 5: Potential timing of greenfield housing land supply

Location of Priority Residential Areas	Sections by 2016	Sections by 2021	Sections by 2028	Total Sections
Northern Christchurch	3798	4212	600	8610
Southern Christchurch	4413	5597	1580	11590
Christchurch existing undeveloped zoned land (not specifically identified)	1180			1180
Rolleston	6371			6371
Lincoln	4036			4036
West Melton	702			702
Prebbleton	1194			1194
SDC Rural Residential	148			148
Pegasus	825			825
Woodend	1415			1415
Rangiora	2250			2250
Kaiapoi	2900			2900
Tuahiwi	300*			300
WDC Rural Residential	1085			1085
Totals	30,617	9,809	2,180	42,606

\* Final housing provision subject to community consultation

Greenfield development also requires provision of roading and transport infrastructure. State highway upgrades necessary to support the full development of the greenfield residential areas at Belfast, 'Prestons', 'Highfield' and 'Highsted', and in Lincoln, Rolleston and Prebbleton will not be completed until 2021. This means development in these areas in the interim will lead to lower levels of transport service, adding to an already stressed network, particularly to the north and south-west of Christchurch.

This Recovery Plan provides for some 'rural residential' development to offer further housing choice. However, this form of development results in less efficient use of land and infrastructure. It can undermine the rural character of areas and conflict with rural activities such as farming and quarrying.

Urban development outside of priority areas and existing urban areas needs to be avoided to achieve recovery outcomes so that recovery resources are managed effectively and efficiently.

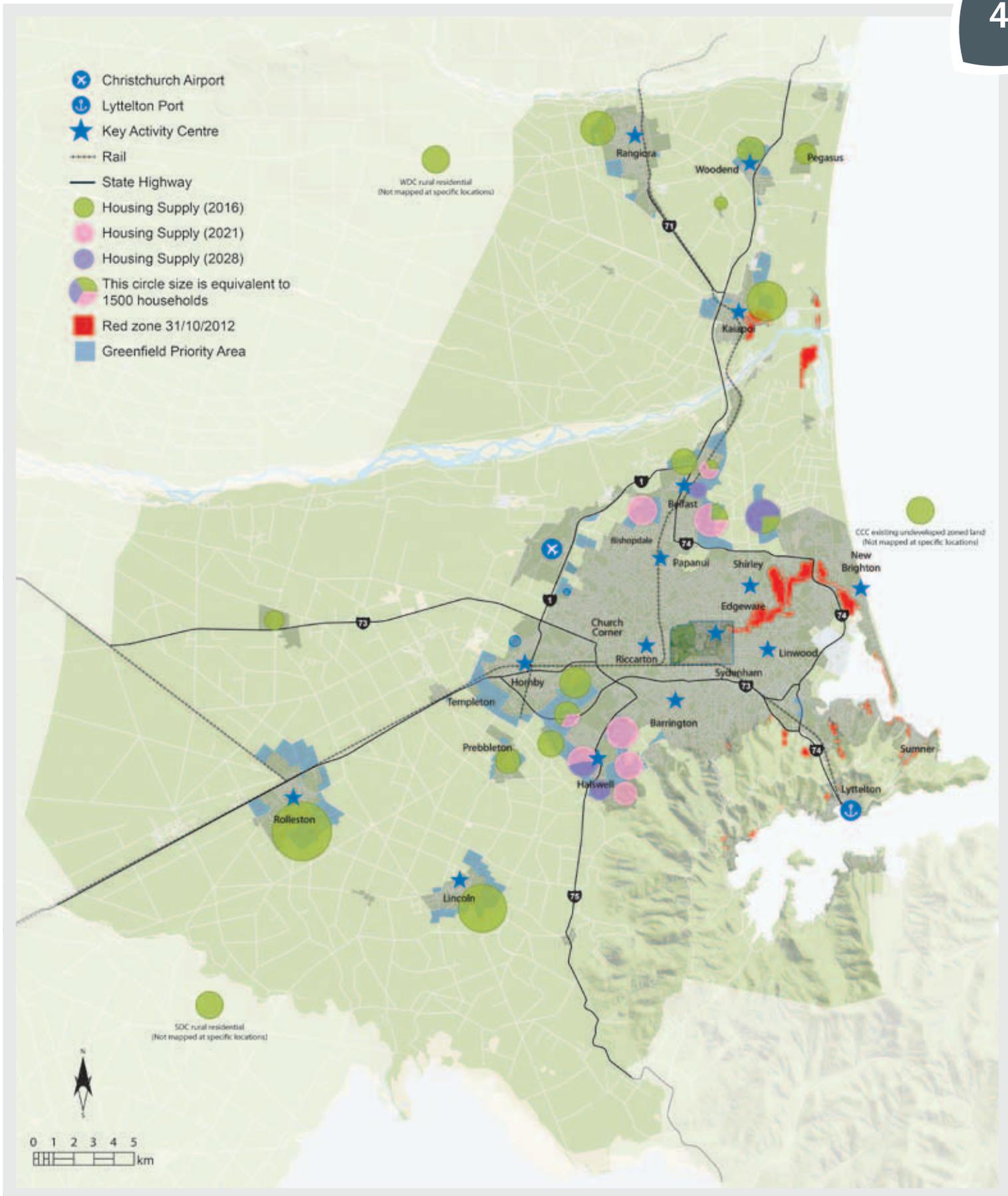


Figure 12: Illustration of potential housing supply based on the provision of infrastructure

### 4.2.3 Ensure quality of greenfield housing subdivisions

In providing for housing in greenfield areas, it is essential that there are clear requirements for how that land should be subdivided and developed so that the best outcomes are delivered for the new communities.

Critical requirements for recovery and for new communities are that greenfield priority areas for housing:

- provide for a range of housing types and section sizes to offer diversity and cater to a wide range of household sizes, incomes and life stages
- are supported by and link effectively to wider transport and other infrastructure networks
- provide good connectivity for a range of transport modes
- provide local retail and community spaces suited to the scale of the subdivision
- integrate environmental considerations and cultural values, particularly kaitiakitanga
- establish subdivision layouts that take into account any residual risks from natural hazards
- are staged in a timely manner to align with infrastructure provision and housing demand.

Action to address these matters will be assisted by a clear regional planning policy.

Historically, greenfield subdivisions have tended to be relatively low-density developments with a narrow range of section sizes and housing types. This situation has begun to change, in part through planning changes. Some developers have also provided smaller sections in recent developments to offer more affordable land and house packages to the market, particularly households needing to relocate as a result of the earthquakes.

It is important that priority greenfield areas make efficient use of new land for housing, providing a range of housing options, including a proportion of more affordable houses, and creating 'urban villages' linked to or containing distinct community centres. **Clear planning and design requirements for greenfield development** will ensure development proposals achieve high-quality outcomes.

Detailed assessment of greenfield priority areas at the point of rezoning and subdivision will inform the final layout of development. One consideration will be the results of geotechnical and other investigations that can influence subdivision layout so that it takes account of natural hazards, for example through positioning of stormwater ponding basins in areas more prone to flooding. Such an approach reduces the cost of mitigation measures and can improve the economic viability of the development.

## Actions to enable recovery

### **Action 17: Zoning greenfield priority areas**

Councils to amend their district plans to provide for development within greenfield priority areas, as set out in appendices 3–5.

### **Action 18: Zoning greenfield priority areas**

Selwyn District Council to amend its district plan, where it considers it necessary, to enable the building of new communities, including providing for proposed greenfield land ODP and zoning provisions for the following greenfield priority areas shown on map A, appendix 2 and in appendix 6:

- ODP Area 4 – Rolleston
- ODP Area 9 – Helpet Park
- ODP Area 10 – East Maddisons / Goulds Road
- ODP Area 11 – Branthwaite Drive
- ODP Area 12 – Dunns Crossing Road (existing Living zone)
- ODP Area 13 – Springston Rolleston / Dynes Road (existing Living zone).

### **Action 19: Zoning greenfield priority areas**

Waimakariri District Council to support private plan change requests by amending its district plan to provide for proposed greenfield land ODP and zoning provisions, where it considers necessary, that enables the building of new communities within the greenfield priority areas shown on map A, appendix 2, in a manner that is aligned to the provision of core public and private infrastructure and services as set out in the relevant LGA instruments and the Canterbury Regional Land Transport Programme.

### **Action 20: CCC District Plan review to enable building of new communities**

Christchurch City Council to amend its district plan, where it considers necessary, to enable the building of new communities including providing for proposed greenfield land ODP and zoning provisions for the greenfield priority areas shown on map A, appendix 2 in a manner that is aligned to the provision of core public and private infrastructure and services as set out in the relevant Local Government Act plans and the Canterbury Regional Land Transport Programme.

#### 4.2.4 Matching supply and demand for housing

When the potential supply of greenfield land is matched against anticipated demand, as shown in figure 13 below, it is clear that this Recovery Plan has identified sufficient greenfield land for housing compared with the medium projected demand. Given the amount of greenfield land currently zoned and with wastewater infrastructure provided, there appears to be an excess in the potential supply of greenfield sections to meet demand in the short to medium term for recovery, if these sections are made available to the market. Monitoring and review provide the opportunity for additional greenfield land to be added later if these activities indicate this is required. Further contributing to this ability to meet the demand is the potential capacity for intensification within the existing urban area, as discussed in section 4.1 above. If all household growth occurred in new greenfield subdivisions, there would be significant adverse implications and economic costs for recovery, and for the vitality of the central city and existing suburban areas and centres.

#### Building new communities: What will success look like?

- New greenfield land for housing is zoned and efficiently serviced by councils and subdivided by developers sufficient to meet demand and allow for market competition
- New subdivisions are planned and developed to provide for a range of housing types, section sizes and price points within subdivision layouts that ensure good integration with neighbouring communities.

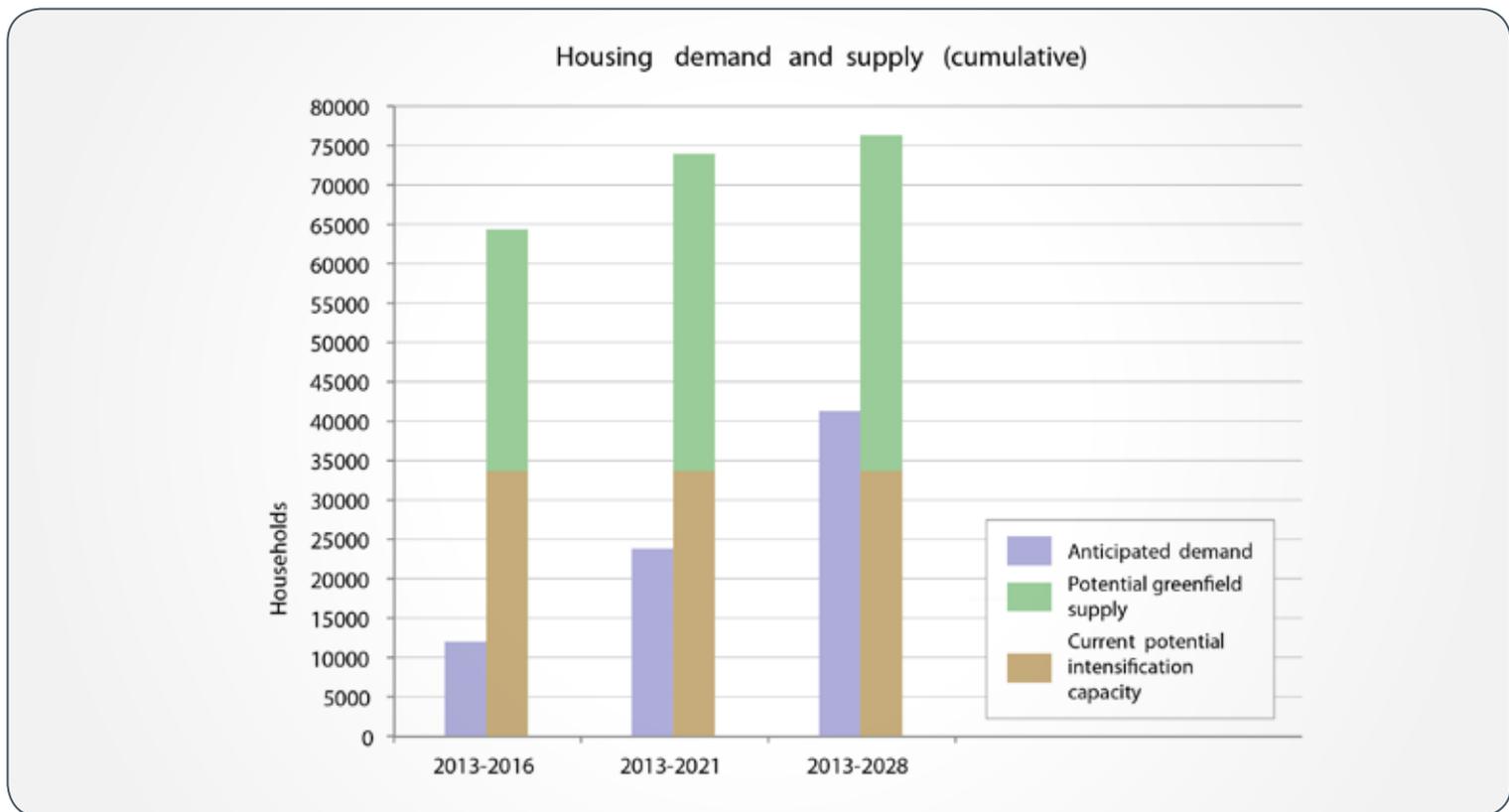


Figure 13: Anticipated housing demand and potential housing supply 2013–2028



## 4.3 Providing for business

### Kia whai wāhi ai ngā umanga

Successfully implementing the Christchurch Central Recovery Plan and the Economic Recovery Programme will revitalise greater Christchurch as the heart of a prosperous region. This Land Use Recovery Plan integrates with these and the longer-term vision set out in the Canterbury Economic Development Strategy, providing the necessary land use responses to achieve their goals during the period of recovery. Making greater Christchurch an attractive place for business also means providing a business-friendly regulatory environment within the wider goals of recovery. Clear regional planning policy is necessary to support action to address these matters.

#### 4.3.1 Provide for commercial needs

It is important to ensure that commercial floorspace outside central Christchurch continues to be available in a way that complements the space becoming available in the new compact city 'core'. Locating commercial development (office and retail) in existing centres is an important objective of the Land Use Recovery Plan. Through this approach, the transport network can be more efficient and commercial activity can become part of the wider functioning of centres (see section 4.1). It helps to protect industrial areas and the infrastructure invested in them from being undermined by such 'higher-value' land uses. Having the right business activities in the right location also helps to avoid conflicts over transport movements, noise, odour or other environmental issues.

Because of the current state of flux in the commercial market posed by rebuild plans and timeframes within the central city, it is not clear what the demand for commercial floorspace in other centres will be in the future. Councils will need to be responsive to market needs and work collaboratively with the business sector to **provide adequate commercial floorspace** within existing centres. Three areas of work will be to:

- incorporate key planning aspects of suburban centre masterplans and town centre strategies to optimise the rebuilding of damaged centres
- assess, monitor and make provision for commercial business land needs within existing centres and primarily Key Activity Centres (including by spatially defining these areas)
- use a **case management approach** to support implementation of these plans and strategies and consider requesting the use of intervention powers to overcome barriers.

In providing for commercial activities, and as part of district plan reviews, consideration will be given to extending existing provisions that allow for suitable business activities to locate in residential zones. This may enable suitable businesses that have relocated to such areas to remain after April 2016, the date when current planning flexibilities expire.

## Actions to enable recovery

### **Action 21: Supporting the recovery of commercial businesses**

Councils agree to use a case management approach to support rebuilding through relevant LGA instruments, particularly for Key Activity Centres and neighbourhood centres, including the Leeston town centre. This is particularly relevant where major private, public and not-for-profit investment is currently being considered.

### **Action 22: Supporting the recovery of commercial businesses**

Selwyn District Council to investigate solutions to barriers to implementing the Rolleston Town Centre Masterplan, including the need to modify or cancel the existing resource consents relating to land within the Rolleston Town Centre study area to successfully implement the Masterplan.

Where this approach is unsuccessful, a request by the Council may be made to the Minister for Canterbury Earthquake Recovery to use interventions under the CER Act to overcome barriers to addressing recovery and rebuilding issues that cannot be resolved through usual processes.

### **Action 23: Supporting the recovery of commercial businesses**

Waimakariri District Council, based on the adopted Town Centre Strategies for Kaiapoi and Rangiora and following engagement with affected property owners, businesses and the community, to prepare a number of comprehensive precinct-based redevelopment plans that enable the recovery and rebuilding of the centres.

Where this approach is unsuccessful, a request by the Council may be made to the Minister for Canterbury Earthquake Recovery to use interventions under the CER Act to overcome barriers to addressing recovery and rebuilding issues that cannot be resolved through usual processes.

### 4.3.2 Identify priority areas for greenfield industrial development

As outlined in section 3, demand for industrial land through to 2028 is anticipated to be around 540 hectares.

To ensure there is sufficient and suitable industrial land for the recovery, this Land Use Recovery Plan identifies, primarily industrial, use. With this certainty about the location, form and timing of future business land, the private and public sectors will be better placed to make investment decisions and use resources more efficiently. These priority areas for business encompass a total of over 900 hectares of land, spread throughout greater Christchurch, 343 hectares of which have already been rezoned (table 6).

Table 6: Location, size and zoning status of greenfield priority areas for business

Location	Approximate area (hectares)	Zoning required
Belfast (B5)	95	Required (process started)
North West Area (Russley) (B6; B7; B8)	100	Required (process started)
North West (Memorial Ave) (B8)	19	Required (process started)
Islington Park (Waterloo Business Park)	80	Complete
Hornby (Main South Road) (B11)	23	Required (process started)
Hornby West (Calder Stewart) (B10)	194	Required (process started)
Hornby South Incl. (B12)	62	Complete (42ha) Required (20ha)
SW Awatea	25	Complete
Wigram (Ngāi Tahu)	43	Complete
Templeton (Cookie Time) (B13)	5	Required (process started)
Rolleston (Izone Business Hub) Incl. (B14; B15)	216	Complete (102ha) Required (114ha)
Lincoln (Denwood)	13	Complete
Rangiora (Southbrook Business Park) (B1; B2)	22	Required
Woodend (Ravenswood)	10	Complete
Woodend South (B3)	8	Required
Kaiapoi Central (Smith Street) (B4)	8	Required (process started)
<b>Total</b>	<b>914</b>	

## Actions to enable recovery

### **Action 24: CCC District Plan review to provide for business**

Christchurch City Council to amend its district plan to enable the recovery and rebuilding of businesses, and to provide for:

#### **Rebuilding of existing business areas**

- i. comprehensive developments in existing urban business areas, including brownfield sites

#### **Revitalise centres**

- ii. the definition of the extent of each Key Activity Centre
- iii. planning provisions for Key Activity Centres and neighbourhood centres that have undergone a suburban centres masterplan process
- iv. mixed-use development within Key Activity Centres

#### **Greenfield priority areas for business**

- v. outline Development Plans to establish the broad land use pattern within the Hornby (B10, B11 and B12) and Belfast (B5) greenfield priority areas for business, including consideration of wider connectivity to surrounding areas and networks
- vi. an integrated approach to the review of business zone provisions for the Airport zone, and adjacent greenfield priority areas for business B6, B7, B8 and B9
- vii. greenfield priority area for business land-zoning provisions in a manner that is aligned with the provision of core public and private infrastructure.

### **Action 25: WDC District Plan review to provide for business**

Waimakariri District Council to amend its district plan, and support private plan change requests for ODPs and rezoning of greenfield priority areas for business where it is aligned to infrastructure and services (as set out in the relevant LGA instruments and the Canterbury Regional Land Transport Programme), to enable the recovery and rebuilding of businesses, and to provide for:

#### **Rebuilding of existing business areas**

- i. comprehensive developments in existing urban business areas, including brownfield sites
- ii. management of the effects of rebuilding activities

#### **Rebuilding of centres**

- iii. the definition of the extent of each Key Activity Centre

- iv. implementation of a number of comprehensive precinct-based redevelopment plans for the Rangiora and Kaiapoi town centres

#### **Greenfield priority areas for business**

- v. greenfield priority areas for business land at Southbrook (B1 and B2)
- vi. greenfield priority areas for business land-zoning provisions at South Woodend (B3).

### **Action 26: SDC District Plan review to provide for business**

Selwyn District Council to amend its district plan, and support private plan change requests for ODPs and rezoning of proposed greenfield priority areas for business where it is aligned to infrastructure and services (as set out in the relevant LGA instruments and the Canterbury Regional Land Transport Programme), to enable the recovery and rebuilding of businesses, and to provide for :

#### **Rebuilding of existing business areas**

- i. comprehensive developments in existing urban business areas, including brownfield sites

#### **Rebuilding of centres**

- ii. the definition of the extent of each Key Activity Centre
- iii. implementation of the Rolleston Town Centre Masterplan

#### **Greenfield priority areas for business**

- iv. greenfield priority areas for business at Lincoln (B16) and Rolleston (B14 and B15).

### 4.3.3 Matching supply and demand for industrial land

When the greenfield priority areas are combined with other vacant industrial land in existing zones (including the Airport zone), the amount of vacant industrial land totals over 1,350 hectares. If anticipated demand is calculated based on historical average uptake data, this total is two-and-a-half times more than the amount needed to meet future demand (figure 14). It will be more than sufficient to provide locations for:

- ongoing industrial business relocations
- anticipated industrial growth, including the growth of sectors involved in recovery
- a range of industrial activities spread over a wide geographic area.

Infrastructure capacity could constrain business activities in the short to medium term in some of the identified priority areas in the Christchurch City area.

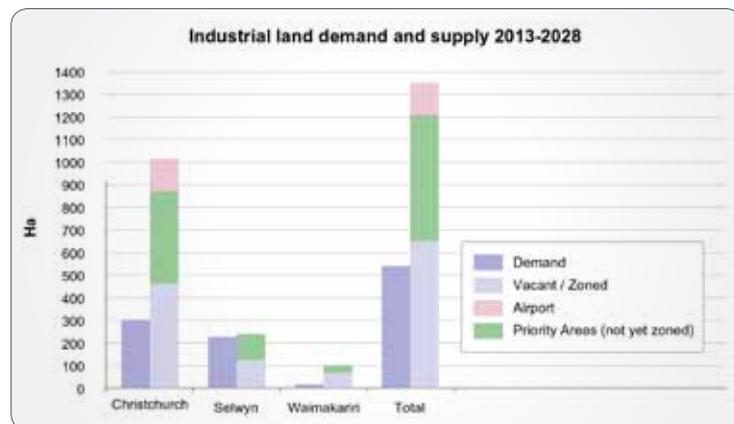


Figure 14: Industrial demand and supply in greater Christchurch 2013–2028

### 4.3.4 Facilitate industrial rebuilding

Some high infrastructure users in the east of Christchurch City, such as in Woolston and Bromley, may not be able to relocate elsewhere in greater Christchurch. To find solutions that enable these businesses to remain in existing industrial areas, **collaboration between businesses and with central and local government** will be needed.

Rebuilding offers industrial businesses the chance to:

- rationalise land use and building floor plates through more efficient layouts and working practices, including using new plant and machinery
- retain existing discharge consents
- remain close to where many of their current employees live
- retain the clustering of businesses in the same supply chains in these areas.

As businesses finalise insurance negotiations, they then face the task of remediating damaged land while continuing business operations. This task could be made easier and more efficient by comprehensive redevelopment that achieves economies of scale. However, given that the land has multiple owners and that many businesses comprise both tenants and land owners, it will only be possible to realise the rebuilding opportunities identified above if all involved have a strong commitment to do so. If such industrial businesses cannot continue to operate in their current location, they are likely to leave greater Christchurch and potentially New Zealand. **Dedicated case managers** and the use of CER Act powers can minimise any barriers and help achieve successful outcomes.

Further technical engineering advice and guidelines for industrial buildings are being developed, led by the Ministry of Business, Innovation and Employment. These resources will assist businesses in producing cost-effective and resilient rebuild designs appropriate to their operations.

### Actions to enable recovery

#### **Action 27: Supporting the recovery of industrial businesses**

Continue the existing case management approach by councils and the Canterbury Development Corporation to support rebuilding through relevant LGA instruments particularly for damaged business areas (including B4/B5 land in Woolston and Bromley; and key brownfield sites, including potentially redundant KiwiRail land).

Where this case management approach is unsuccessful, a request by the respective Council may be made to the Minister for Canterbury Earthquake Recovery to use interventions under the CER Act to overcome barriers to addressing recovery and rebuilding issues that cannot be resolved through usual processes.

### 4.3.5 Foster innovation

As well as providing commercial and industrial land, the Land Use Recovery Plan enables the development of the **Lincoln Innovation Hub**. This unique opportunity has arisen out of collaborative work between the region's tertiary and Crown research institutes. It responds to the direct impacts the earthquakes have had on these organisations as well as to the opportunities to enhance their activities that have emerged.

Wider economic development programmes support clustering opportunities and the provision of affordable space for smaller and start-up enterprises, especially those which could benefit from clustering opportunities. District plan reviews can consider the need to amend planning provisions to further enable such activities to take place in appropriate areas.

#### Providing for business: What will success look like?

- Businesses in damaged areas are supported to rebuild cost-effectively and use the opportunity to deliver efficiencies in their use of land, buildings, plant and machinery.
- Councils develop and implement plans for centres and other commercial areas that provide sufficient office and retail floorspace for the needs of a growing regional economy.
- New greenfield land for business is zoned and efficiently serviced by councils and subdivided by developers sufficient to meet demand and allow for market competition.





## 4.4 Delivering infrastructure and services

*Kia hāngai rawa te pūnaha o ngā ara kawe wai, para, hiko, tangata, aha rānei, aha rānei*

Recovery will need to make best use of existing infrastructure networks in the short term and optimise the location and timing of investment in providing for new development. Spending wisely and making good investment choices will get the greatest value from the substantial resources that central and local government are contributing to rebuilding and recovery. Clear regional planning policy is necessary to support action to address these matters.

### 4.4.1 Integrate land use and infrastructure

The overall pattern and timing of land development must fit in with the efficient operation of core infrastructure (transport, power, water, sewerage, communications) and infrastructure services, and must recognise the whole-of-life costs associated with this infrastructure. It is important, therefore, to **provide infrastructure for new development** in a coordinated way to make best use of available funding and expertise, and to work in with the repair needs of existing networks to achieve an efficient and effective programme for recovery and rebuilding.

Many organisations have been planning infrastructure network upgrades and extensions since before the earthquakes. While their plans have been reviewed following the earthquakes, including to assess how they might achieve synergies with wider repair programmes, any fundamental shift in land use planning could involve substantial costs and delays in changing to the new arrangements.

Infrastructure networks will also need to have sufficient capacity to cater for the increase in housing and business activity within existing urban areas, as signalled by this Land Use Recovery Plan and the Christchurch Central Recovery Plan.

Infrastructure design that is ecologically sensitive and uses natural processes, such as wetlands for the storage and treatment of stormwater, indigenous planting and integration with recreation and open space, provides a greater range and degree of benefits for the community than hard infrastructure design alternatives. Such 'green infrastructure' is encouraged and reflects the objectives of the Natural Environment Recovery Programme and a range of existing council strategies and plans.

## Actions to enable recovery

### **Action 28: Integrating land use and infrastructure**

Christchurch City Council to develop prioritised infrastructure programmes that optimise available resources and funding to support the development of priority residential and business areas, and intensification and brownfield areas.

### **Action 29: Integrating land use and infrastructure**

Councils and NZTA to provide amendments to the relevant Canterbury Regional Land Transport Programme and LGA instruments to ensure that infrastructure funding programmes are aligned to priority areas to the Minister for Canterbury Earthquake Recovery for consideration.

### **Action 30: Integrating land use and infrastructure**

Christchurch City Council to amend its district plan to provide for and support the following:

- i. the implementation of the Greater Christchurch Transport Statement, Christchurch Transport Strategic Plan and the Christchurch Central Recovery Plan
- ii. land use and transport network integration

## 4.4.2 Coordinate the timing of development and infrastructure work

The recovery of greater Christchurch will involve large investments in core infrastructure by central government, local government, and other infrastructure providers and developers. It is essential that decisions on the location and timing of development are based on a thorough understanding of the practical implications of infrastructure supply. In particular, the provision of transport infrastructure and services depends on the availability of funding, so lower levels of service may be a reality during the recovery period.

Decisions on new development should be based on best value for money and the implications of the locations and timings of land use proposals. As a result, the sequence and rate of development within a priority area may need to be coordinated to keep pace with the provision of infrastructure. Alternatively, for transport infrastructure, some development may be allowed to proceed to a certain point in the knowledge that parts of the network may have to operate with a lower level of service in the short term.

Decision making about land use timing and location also needs to be informed by assessments of the implications of development for successful recovery in the central city.

## 4.4.3 Support strategic transport networks and freight

As well as outlining measures to encourage walking, cycling and the use of public transport in existing and new communities (see sections 4.1 and 4.2), the Greater Christchurch Transport Statement addresses wider network objectives to achieve efficiency and reliability, including for key freight movements (both road and rail) (figure 15).

Critical to moving freight more efficiently and reliably will be the implementation of the Roads of National Significance projects in the Canterbury region (figure 16). Measures to improve freight movements must be integrated with the development of urban areas.

Christchurch Airport and Lyttelton Port of Christchurch represent strategic infrastructure of national significance, enabling international and domestic freight to move to and from the South Island. The airport and port also provide gateways for tourism, which contribute substantially to the Canterbury economy. Their ability to operate efficiently 24/7 and expand over time is essential for the full social, economic, cultural and environmental recovery of greater Christchurch.

### The role of Christchurch Airport in recovery

Strategic infrastructure is essential for recovery from the effects of the earthquakes. The safe and efficient operation of that strategic infrastructure, including the ability for the Christchurch Airport and Lyttelton Port of Christchurch to deliver on essential recovery objectives and to expand over time, needs to be taken into account when identifying the location, type and mix of residential and business activities.

Christchurch Airport is critical to both the short-term and long-term recovery of greater Christchurch. The ability of an airport to promote recovery over different recovery cycles has been demonstrated since the earthquakes. The Airport was essential to recovery needs both for the emergency response and for transportation and freight in the immediate aftermath of the earthquake. However, it continues to be essential in meeting the short- and longer-term recovery needs of greater Christchurch. A fully functioning and efficient airport is necessary for the economic wellbeing of Christchurch, in particular by:

- the use of the airport for freight, including supporting export growth
- supporting Christchurch in its continuing, and growing, role as the 'gateway to the South Island' for foreign and domestic tourists.

Given the importance of the airport to Christchurch's recovery, in the short, medium and long term, it is necessary to consider what land use activities should take place near the airport and the potential effects of those activities on the continued operation of the Christchurch Airport. A failure to do so would result in a failure to accomplish a number of key earthquake recovery purposes as set out under the CER Act 2011, which are to:

- provide appropriate measures to ensure that greater Christchurch and its councils and its communities respond to, and recover from, the impacts of the Canterbury earthquakes
- enable a focused, timely and expedited recovery
- facilitate, co-ordinate, and direct the planning, rebuilding, and recovery of affected communities, including the repair and rebuilding of land, infrastructure, and other property
- restore the social, economic, cultural, and environmental well-being of greater Christchurch communities.

The actions set out in this Recovery Plan to address the key land use issues for greater Christchurch will enable all of the purposes of the CER Act to be furthered.

Land use activities should not impede recovery, but instead seek to provide for essential recovery needs and enhance recovery where possible. That is balanced against the need to ensure sufficient residential land is available for greater Christchurch. In greater Christchurch, this latter need can be met because there is no shortage of greenfield (or existing urban zoned land) to provide for residential activity. Because of this, land use should be prioritised in those areas where recovery from the effects of the earthquake is enhanced (eg, through quality of life, health and amenity). Similarly, it should be avoided in areas where recovery would be diminished, and particularly where such activity could impact on the operation of strategic infrastructure.

It is recognised that there are negative health and amenity effects on those that live near the airport. Those negative health and amenity effects work against the recovery of greater Christchurch as they do not promote social wellbeing. Scientific studies show that those who live within what is known as the 50dBA Ldn air noise contour experience adverse health and amenity effects; accordingly, the operation of the airport will reduce the liveability of residential developments in the vicinity. This is despite the application of practicable mitigation measures to address effects. Those negative effects may lead to challenges to the operations of the airport, in the hope that curtailing them will reduce the adverse effects. That would impact negatively on economic recovery by preventing the efficient operation of the airport and limiting its capacity for future growth.

The strategic partners therefore face a choice – allowing noise-sensitive activities within that noise contour will see either adverse health effects on those that take up residence there or a reduction in the operations of the airport, limiting its ability to support the economic recovery of greater Christchurch. Allowing for noise-sensitive activities within the noise contour therefore works against recovery, in an economic, social and environmental sense.

Given the amount of land available for development in greater Christchurch, and the importance of the airport to recovery, the strategic partners consider it necessary to limit the development that can occur in the 50dBA Ldn air noise contour, to avoid the adverse health and amenity effects and the impact on the operation of the airport. That means avoiding having noise-sensitive activities within the 50dBA Ldn noise contour. The only exception is where the activity is within an existing residentially zoned urban area where there has already been development and there are special

circumstances following the earthquakes. In particular, there will be an exception for Kaiapoi to allow for the displacement of red-zoned households already within the contour, and to allow for the contiguous and consolidated urban development of Kaiapoi.

This Action provides protection to both the airport and residents. It is supported by the location requirements and existing investment in strategic infrastructure which means it is extremely inefficient for such infrastructure to be relocated.

The **avoidance of noise sensitive activities within the 50dBA Ldn air noise contour** is imperative to enable the airport to safely and efficiently operate and to continue to develop and expand. This is essential to the economic recovery and development of greater Christchurch (as well as to social and cultural well-being through the transport of visitors in and out of greater Christchurch communities). This will help New Zealand's second largest city to recover from the earthquakes. In the longer term this means providing for an airport that can operate for 24 hours, seven days a week without further need for it to seek to mitigate its activities which are vital to recovery.

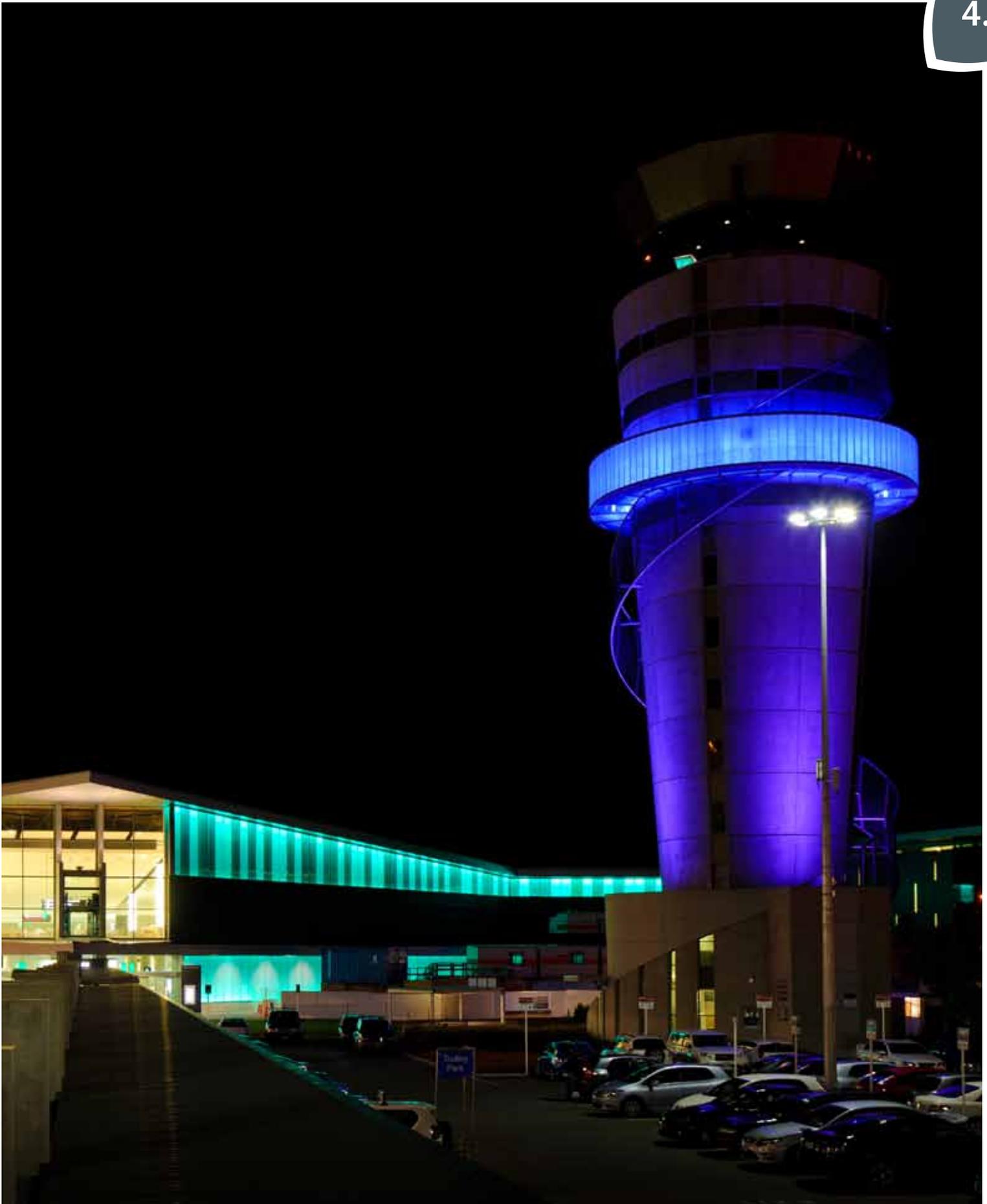
Finally, Christchurch Airport should be protected against activities that might cause harm or damage to its activities. This means protecting against hazards such as bird strike, which can arise or increase with a change in land use to support residential activity and can affect the safe and efficient operation of the airport.

Given New Zealand's relative remoteness from international markets, it is essential that the transport and handling of freight to, from and within the airport and port are efficient and reliable so that unnecessary transport costs and delays are avoided. The airport is well located in terms of its access to the strategic road network and the surrounding industrial and commercial land uses that rely on good connectivity with domestic and international markets.

Operations at the port and airport have grown significantly and are expected to continue to do so in coming years. Passenger numbers through the airport are expected to increase by 50% by 2028 and freight tonnage will double, from a relatively low base. By 2028 it is expected that Lyttelton Port will need to accommodate a significant increase in container and other traffic. **Investigating how current and future freight demands can be met** will support recovery of the region's economy.

Among other key issues for Lyttelton Port are the need to:

- find a means of road access for goods that are over standard dimensions or hazardous
- meet the needs for freight access and land side storage and handling in ways that fit in with the recovery of the local community
- repair damaged port infrastructure.



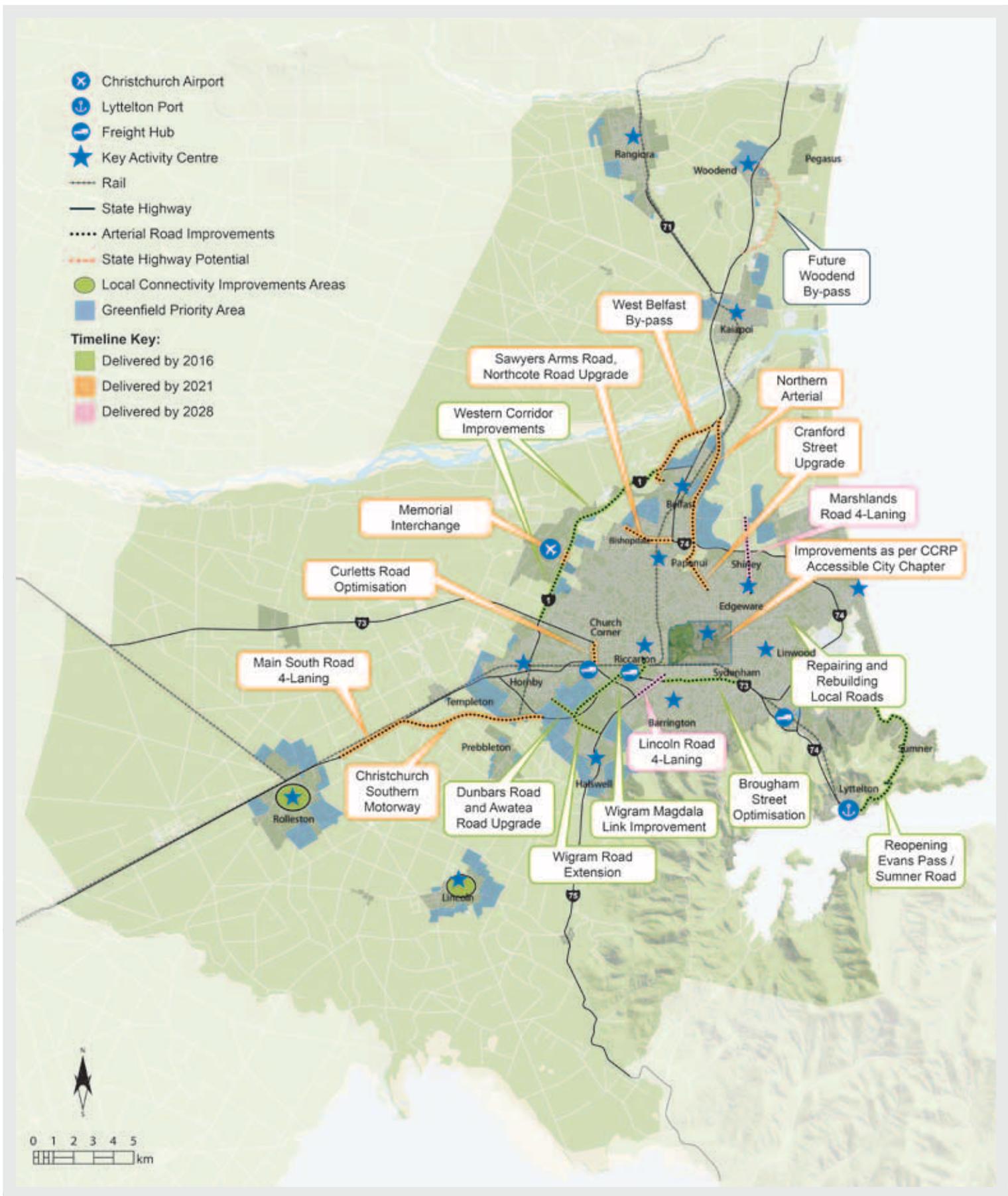


Figure 15: Key regional transport infrastructure

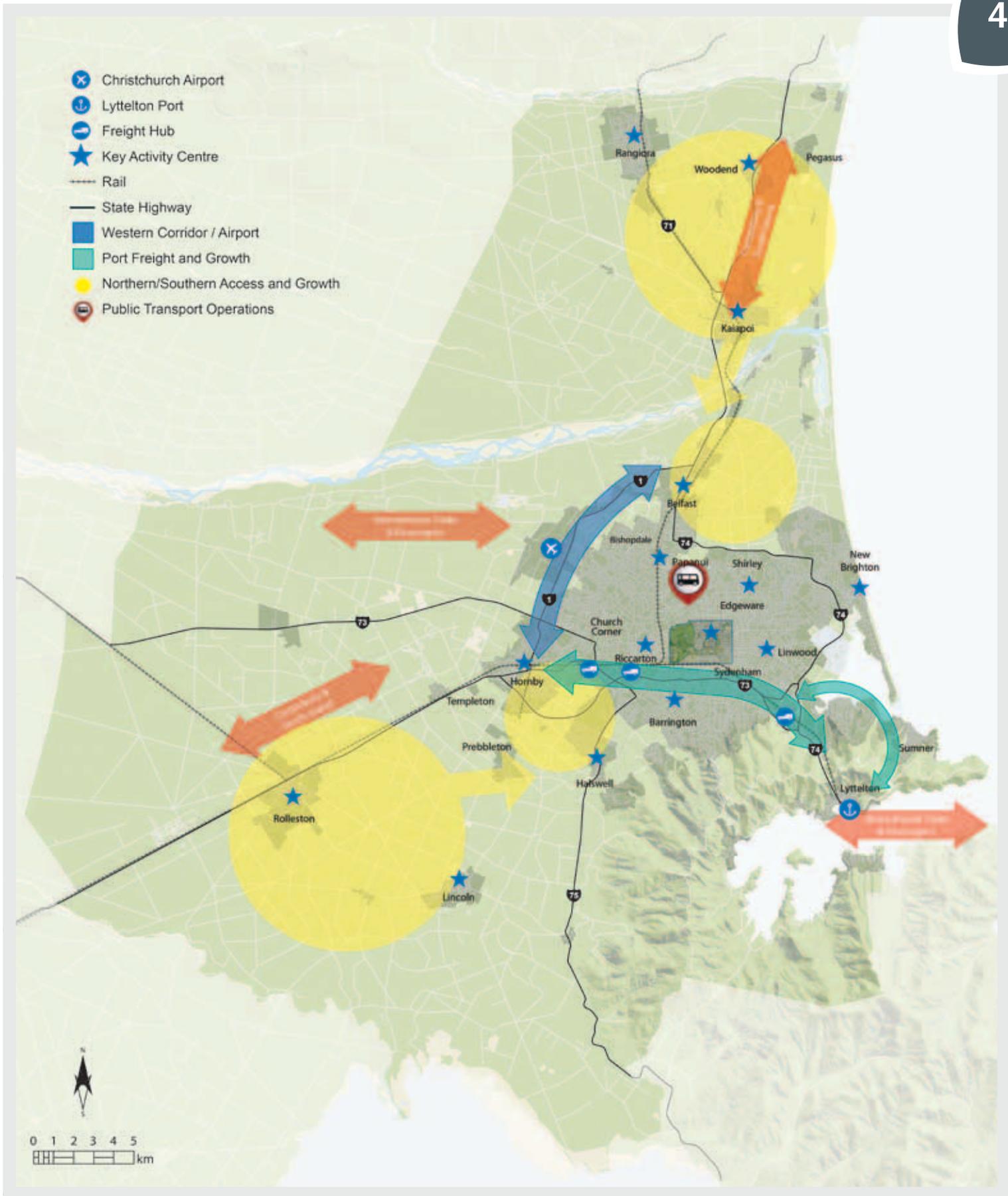


Figure 16: Key transport priorities for recovery (from the Greater Christchurch Transport Statement)

## Actions to enable recovery

### **Action 31: Coordinating the timing of development and infrastructure work**

Christchurch City Council and NZTA agree to address, to the extent possible, any short- to medium-term reduction in levels of transport service arising from new development and infrastructure repair by optimising the use of existing transport assets. This will include using clear public communications and network management plans.

### **Action 32: Coordinating the timing of development and infrastructure work**

Christchurch City Council and NZTA agree to complete transport analyses for south-western, northern and western development access and growth areas to identify requirements and timing for a prioritised infrastructure programme.

### **Action 33: Coordinating the timing of development and infrastructure work**

Councils and NZTA to investigate and then protect land as required for future public and active transport options (including rail) for greater Christchurch so that recovery in the short to medium term is enabled without reducing future options. This will follow and take account of other Actions in this plan that may consolidate public transport demand by seeking to intensify residential and commercial development within existing urban areas.

### **Action 34: Support strategic transport networks and freight**

Councils and NZTA agree to ensure strategic freight projects support the freight network, distribution and servicing needs of businesses to, from and within greater Christchurch, while managing the effects on local communities.

### **Action 35: Support strategic transport networks and freight**

Christchurch City Council and NZTA agree to ensure Sumner Road / Evans Pass Road is available for oversize and hazardous goods and for general traffic.

### **Action 36: Support strategic transport networks and freight**

NZTA, CCC, LPC and KiwiRail to work in collaboration on the development of a 'Lyttelton Access Statement' that balances freight access needs with the needs of the local community.

### **Action 37: Support strategic infrastructure**

The councils amend the Regional Policy Statement and district plans as set out in appendices 2 to 5 to ensure that noise-sensitive activities are avoided within the 50dBA Ldn air noise contour surrounding Christchurch Airport (unless the activity is within an existing residentially zoned urban area, a priority area identified for Kaiapoi to reflect the special circumstances that exist following the earthquakes, or another identified greenfield residential area) so as not to compromise the efficient operation of Christchurch Airport, taking into account the health, wellbeing and amenity of people.

## Delivering infrastructure and services: What will success look like?

- Infrastructure upgrades to service new development and improve network efficiency are aligned with repair programmes to optimise value for money and minimise disruption.
- Decisions on the location and timing of new development are integrated with the ability to efficiently and effectively provide essential infrastructure.
- Strategic infrastructure, such as Christchurch Airport and Lyttelton Port of Christchurch, can operate efficiently 24/7 and expand over time.
- Freight movements are supported by an efficient and reliable road and rail network with good access to the airport and port, including for hazardous or oversized goods.



## 4.5 Addressing natural hazards and environmental constraints

### Kei warewaretia ngā pūmate taiao me ngā tepe taiao

Existing policy and planning documents, particularly the Canterbury Regional Policy Statement, provide direction on how hazards and many other environmental constraints should influence the development of land.

#### Chapter 11 of the operative Canterbury Regional Policy Statement

Chapter 11 of the Canterbury Regional Policy Statement, provides policy direction relevant to hazards management in greater Christchurch.

- 11.3.5 covers the general approach to natural hazards, determining risk based on likelihood and impact of an event. It requires local authorities to adopt a precautionary approach where uncertainty exists.
- 11.3.8 addresses the need to take account of climate change effects, including sea level rise, when considering natural hazards and new development.\*
- 11.3.1 requires that within “high hazards areas” (land subject to defined levels of flooding, coastal erosion or sea water inundation), with certain exceptions, priority is given to avoiding new development.\*
- 11.3.4 deals with critical infrastructure. It requires that, where possible, such infrastructure be located outside the high hazard zone. Other requirements are that hazards are reassessed before critical infrastructure is developed, and that it will be possible to maintain that infrastructure and reinstate it in a reasonable timeframe after a hazard event.

Specifically in relation to earthquake hazards (including liquefaction and lateral spreading):

- 11.3.3 sets out policy for managing new development\* to avoid or mitigate earthquake effects. It requires district plans to include policies to manage new development in areas susceptible to liquefaction and lateral spreading. Earthquake hazards must also be assessed before new areas are zoned or identified for intensification in district plans.

The Canterbury Regional Policy Statement highlights that “mitigation measures can be costly, and avoidance may be the best option in areas where the liquefaction and lateral spread hazard is high and mitigation measures are uneconomic” (p 117).

\* *New development in this context refers to new subdivision, use and development.*

Existing constraints on development need to continue to be recognised to protect the health and safety of the community. For example, existing Christchurch City Plan provisions introduced through Variation 48 and now part of the City Plan, provide for raised floor levels for new buildings in Flood Management Areas, via resource consents.

The Christchurch City District Plan review will provide an opportunity to translate a range of hazard planning initiatives by CERA, MBIE, CCC and others into revised provisions to manage future development in areas subject to slope instability, such as on the Port Hills.

The **review of district plans will take account of multiple hazards** in some areas, such as sea level rise, river flooding, and the possibility of further liquefaction and the risk of lateral spread near rivers and streams, in the event of future earthquakes.

#### 4.5.1 Avoid natural hazards

A review of the following matters highlights significant action that has been or will be taken to address natural hazards:

- the newly operative Regional Policy Statement
- the New Zealand Coastal Policy Statement
- the Ministry of Business, Innovation and Employment’s “Guidelines for the investigation and assessment of subdivisions on the flat in Canterbury” (2012, v2)
- proposed investigation and monitoring under the Natural Environment Recovery Programme
- the Government’s response to the Canterbury Earthquakes Royal Commission of inquiry
- the Government’s proposed intentions to give additional national direction for natural hazards under the RMA.

To further address natural hazards such as flooding, inundation, coastal hazards, coastal erosion, and liquefaction, land identified as greenfield priority areas has been identified for accommodating future urban development.

The majority of greenfield priority areas have been through the plan change process, or even subdivision approvals process, since the 22 February 2011 earthquake. Their potential for significant liquefaction, flooding or other hazards has been considered. An area in the south-west of Christchurch, previously identified in the South-West Area Plan and also covered by the South-West Stormwater Management Plan consent, is yet to be rezoned, but is potentially suitable for residential development.

The Regional Policy Statement will be the main mechanism to identify areas where rebuilding and development may not occur within the period of the Recovery Plan and, as such, to recognise the specific natural hazards that are constraints to these activities.

In greenfield priority areas, councils will need to **ensure that land is proposed to be treated appropriately** as part of the requirement for rezoning, including **requirements for land to be vested in councils** for network infrastructure.

In existing urban areas, the significant hazard has been addressed through establishing residential red and green zones and by the identification of green zone land under three technical categories – TC1, TC2 and TC3. Until such time as the future use of this land is determined by the Crown the only areas that are prohibited for urban activities are those within the residential red zone.

To communicate information effectively to developers and among authorities, it is proposed that there is **a single database that collects and disseminates geotechnical information**. Supporting this function, results of geotechnical and groundwater investigations would be uploaded onto the Canterbury Geotechnical Database. Councils, CERA, Earthquake Commission (EQC) and other interested parties should collaborate so that the database continues to be maintained and developed when CERA is no longer there to fulfil this role.

Figures 17–19 illustrate the key environmental and natural hazard constraints affecting greater Christchurch.

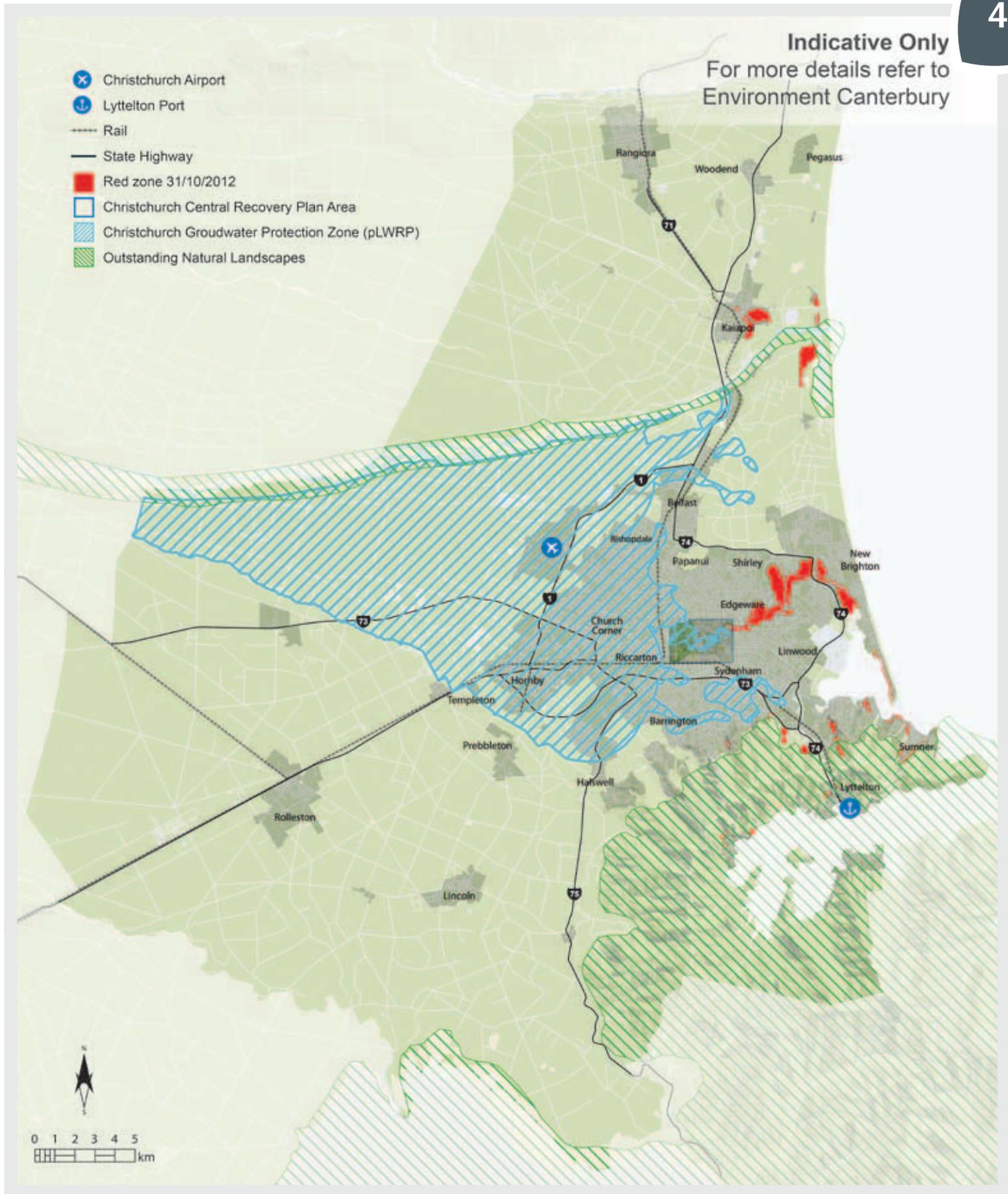


Figure 17: Environmental constraints in greater Christchurch

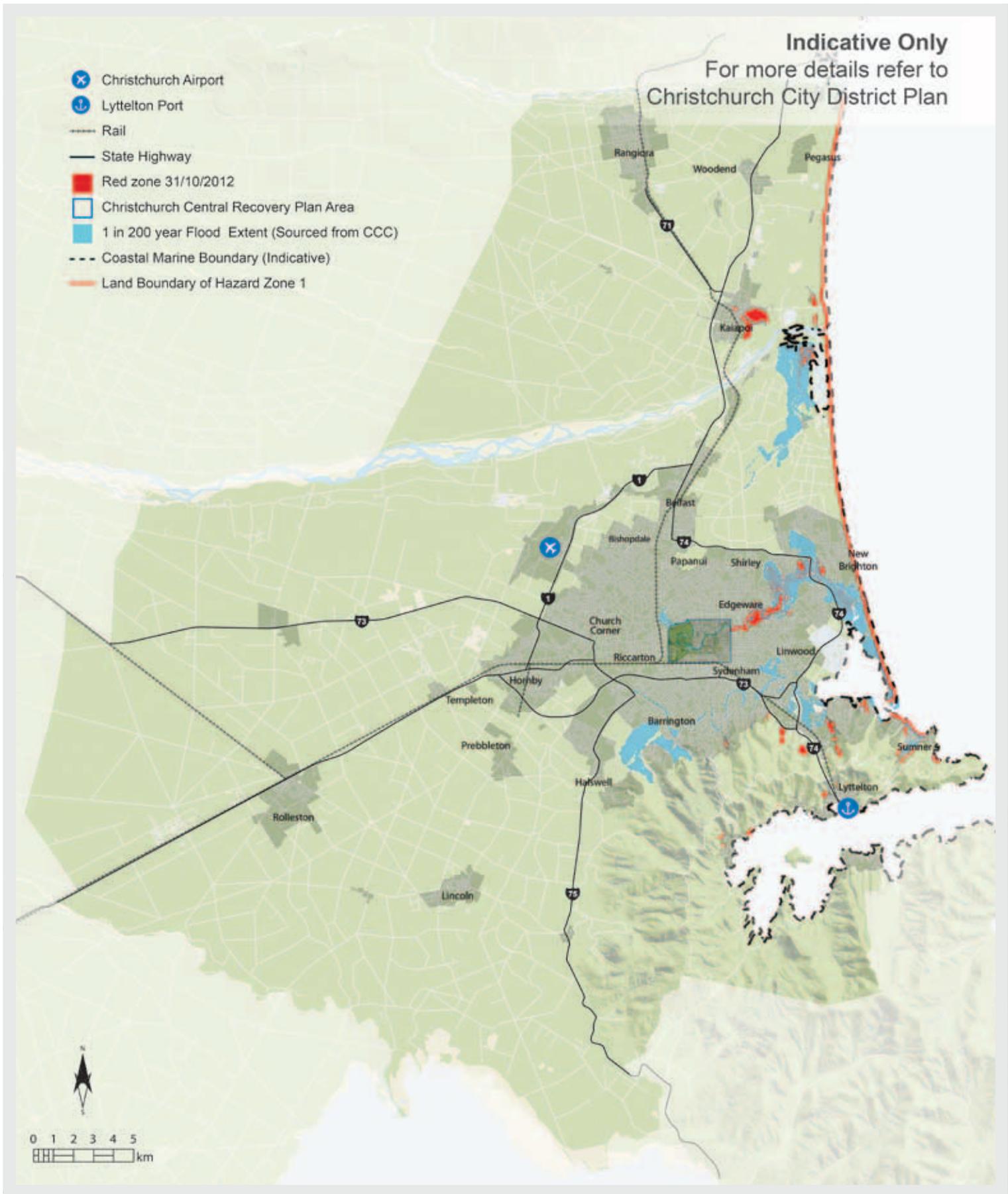


Figure 18: Flooding hazards in greater Christchurch

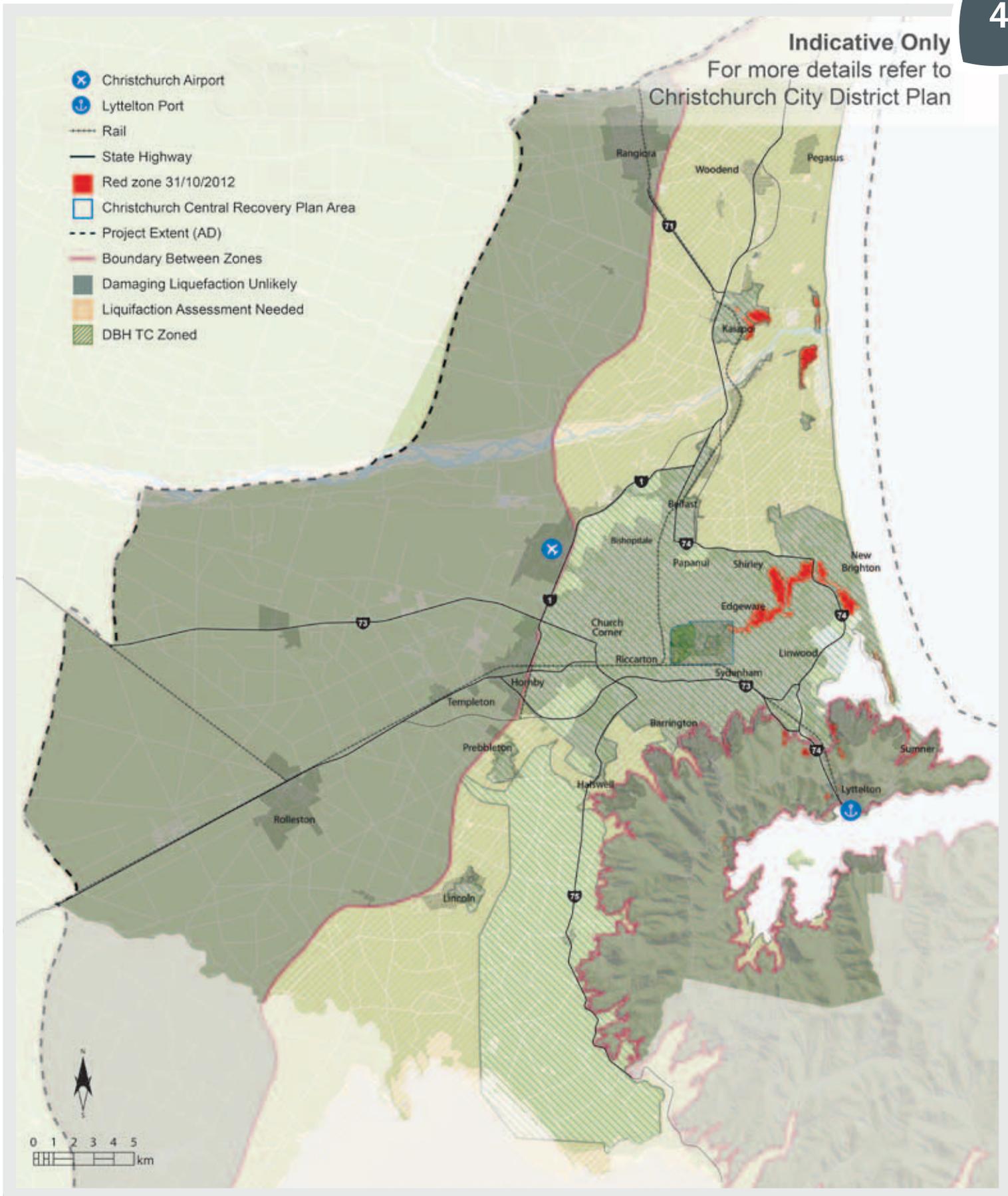


Figure 19: Liquefaction potential hazards in greater Christchurch

## 4.5.2 Avoid or address environmental constraints

Environmental constraints on development include outstanding natural landscapes, the Christchurch groundwater protection zone and areas to be protected for conservation and ecological reasons (figure 17). Greater Christchurch's natural environment needs to be protected during the rebuild and into the future. Drinking water is a key resource that needs protection, especially given that Christchurch is one of the few cities in the world where people can enjoy safe, clean drinking water untreated from the ground.

As part of the Recovery Strategy, the Natural Environment Recovery Programme (NERP) has been developed to both identify and address impacts related to earthquake recovery and enhancement opportunities (see section 5). The NERP outlines a set of key projects that provide an important link to the Land Use Recovery Plan across the following areas: natural hazards, coastal and estuary investigations and monitoring, surface water and groundwater management, biodiversity, outdoor recreation, waste, contaminated land and air quality. Together the Recovery Plan and the NERP help support the Ngāi Tahu value of kaitiakitanga.

### Actions to enable recovery

#### **Action 38: Avoiding hazards**

Christchurch City Council to amend its district plan to protect people from 'High Hazard Areas' and risks from natural hazards, including, but not limited to, the following matters:

- i. the adverse effects of natural hazards on residential and other uses on the Port Hills
- ii. other natural hazards such as flooding, liquefaction and sea level rise.

#### **Action 39: Avoiding hazards**

In making decisions about development in existing and priority urban areas, councils to consider the long-term social and economic costs of the effects of natural hazards and how these effects should be avoided and/or mitigated through restricting development to appropriate densities, activities and locations, or mitigated through methods such as ground improvements and special infrastructure solutions.

#### **Action 40: Avoiding hazards**

Councils to ensure that a detailed assessment of the suitability of land for intended activities is undertaken as part of ODP and zoning decision making.

#### **Action 41: Avoiding hazards**

To provide consistent and accessible information for rebuilding and research now and in the future, councils to encourage and support the provision of geotechnical data and groundwater data, assessments and building information to the Canterbury Geotechnical Database (currently administered by CERA).

#### **Action 42: Avoiding hazards**

To ensure assessment for ODPs, plan changes and resource consents are robust, councils and developers to use the most up-to-date version of the "Guidelines for the investigation and assessment of subdivisions on the flat in Canterbury: Minimum requirements for geotechnical assessment for land development ('flatland areas' of the Canterbury region)" (Ministry of Business, Innovation and Employment).

#### **Action 43: Standards for greenfield land infrastructure**

Require all greenfield land vested in councils for network infrastructure (such as underground pipes and roads) be brought up to a standard as outlined in respective council infrastructure design standards and construction standard specifications, in order to minimise the potential for damage from future natural events.

## Addressing natural hazards and environmental constraints: What will success look like?

- Development will take account of natural hazards and environmental constraints, where necessary avoiding areas or mitigating effects.
- Information and monitoring on natural hazards is fully integrated to assist decision making.
- Links with wider recovery activity and future planning are established to further address environmental impacts and opportunities.

## 4.6 Implementing delivery mechanisms for recovery

### He waka kawe i ngā mahi whakatutuki i te kaupapa whakahaumanu nei

For the range of Actions identified above to have the best effect, they need to be progressed within a framework that underpins the outcomes to be achieved. This framework is comprised of:

- clear statutory planning and funding documents to inform decision making
- supportive consenting processes
- strong design and sustainability guidelines
- easily accessible information and advice
- good collaboration and unimpeded progress
- robust monitoring and review.



Photo courtesy of Graham Allen

## 4.6.1 Strategic planning framework

There is no confirmed strategic land use planning framework for greater Christchurch that responds to the changes that have occurred post-earthquakes. Proposed Change 1 (PC1) to the Canterbury Regional Policy Statement was prepared before the earthquakes and is still subject to appeals in the Environment Court. It therefore does not provide the overall direction and coordination for a focused, timely and efficient recovery that responds to the impacts of the Canterbury earthquakes, as outlined in section 3.

The Canterbury Regional Policy Statement is the overarching RMA planning document in the region. Accordingly, it has a vital role in directing and coordinating land use in greater Christchurch especially given the RMA planning documents of territorial authorities must give effect to it. In order to achieve its objectives the Land Use Recovery Plan needs to direct changes to planning documents necessary for earthquake recovery. The Canterbury Regional Policy Statement is the logical starting point for those changes given its important planning role. It would not be possible to achieve the objectives of the Land Use Recovery Plan without making amendments to it. Changing lower-level RMA planning documents without changing the Canterbury Regional Policy Statement would produce an unclear and confusing planning framework. That works against recovery by creating uncertainty for decision makers and market participants, and preventing the efficient and effective application of limited resources.

The Land Use Recovery Plan will directly **amend the Canterbury Regional Policy Statement** and relevant district plans by inserting a new chapter to provide a clear, coordinated land use framework and associated land use planning processes through to 2028.

The new chapter 6 of the Canterbury Regional Policy Statement sets out statutory provisions to enable rebuilding and redevelopment, including by establishing priority areas. These provisions will help to produce a greater Christchurch that is efficient, sustainable, functional and desirable. They cover:

- the location, type and mix of residential and business activities, within the geographic extent of greater Christchurch, including priority areas for development through to 2028
- the network of Key Activity Centres needed to provide a focus for commercial activity, medium density housing, community facilities, public greenspace, and public and active transport networks
- the methods to integrate land use with natural, cultural, social and economic outcomes, transport and other infrastructure, including stormwater management planning
- areas where rebuilding and development may not occur within the period of the Recovery Plan, including those areas constrained by natural hazards and environmental constraints such as the need to protect people's health and wellbeing in the development under the air noise contour (except for Kaiapoi, reflecting the special circumstances following the earthquakes, and other existing and consented development in Christchurch City within the noise contours)

- minimum residential densities in greenfield and brownfield housing locations
- requirements for urban design to be addressed at a range of scales for business, housing and mixed-use development
- development of housing options on Māori Reserves, including at Tuahiwi.

These changes to the Canterbury Regional Policy Statement are required for an effective earthquake recovery, particularly in providing for the location, type, mix and infrastructure needed for residential and business activities. See section 8 for the statutory direction and appendix 2 for the full text of the new chapter.

### Actions to enable recovery

#### **Action 44: Environmental constraints**

Councils to amend the Canterbury Regional Policy Statement and district plans to identify areas where rebuilding and development are supported and where they may not occur before 2028, by including objectives, policies, methods, rules and maps, as relevant, showing the urban areas and priority areas as set out in appendices 3 to 5.

#### **Action 45: Regional Policy Statement**

Environment Canterbury to insert in to a new chapter 6 of the Canterbury Regional Policy Statement the objectives, policies and methods (as set out in appendix 2) to enable recovery and rebuilding of greater Christchurch, including identification of priority areas. The Minister for Canterbury Earthquake Recovery is requested to amend the Canterbury Regional Policy Statement to include the remainder of the provisions in chapter 6 as set out in appendix 2.

## 4.6.2 Enable a supportive consenting environment

Businesses are given greater confidence to invest when they have a clear, reliable and supportive consenting framework.

As identified in Action 1, the district plan for Christchurch City will be reviewed and amended. Priority will be given to reviewing the City Plan's chapters that are most relevant to recovery and rebuilding, with amendments to them advanced through the powers of the CER Act 2011. For the balance of the City Plan, the Land Use Recovery Plan requests that Government legislates for an accelerated review process, similar to that being promoted for the Auckland Unitary Plan (see section 7).

The district plans for Selwyn and Waimakariri are more recent and less complex documents for which a full review is not necessary. Instead, each of the councils will perform a **'health check' review of their district plan** and recommend to the Minister for Canterbury Earthquake Recovery any changes needed to advance recovery.

Further changes to **simplify and streamline the consenting process** will also assist recovery and rebuilding. Another Action included in this Recovery Plan is for all councils (territorial and regional) to arrange for an **independent review of consenting processes**. This review will ensure that desired outcomes are achieved through consenting processes but that those processes do not hold back an efficient and effective recovery.

### Actions to enable recovery

#### Action 46: Enabling consenting

An independent review of councils' planning and consenting processes relevant to earthquake recovery, is undertaken. The review will identify opportunities to streamline internal council processes for recovery purposes, particularly coordination between different departments and disciplines, including delegations and timeframes. The details of the review will be determined between the parties.

#### Action 47: Enabling consenting

Environment Canterbury and Selwyn and Waimakariri District Councils to undertake a further check of their regional and district plans to ensure they are appropriate to enable and support recovery and rebuilding. If issues impeding recovery are identified, councils to request the Minister for Canterbury Earthquake Recovery to use interventions under the CER Act to make changes to the regional and district plans.

## 4.6.3 Ensure quality and sustainability

Achieving good-quality urban design for new and rebuilt urban areas is critical to promote a successful and enduring recovery. However, many activities can be re-established under existing use rights. There may also be a tension between the expectations of developers to build back quickly and cost-effectively and the need to 'build back better', including the need to create attractive places and to rebuild communities. These two concerns can work in unison rather than in conflict and finding a way for them to do so could help set the city apart from others. Getting to this point, however, will require both developers and councils to work together to agree on **a clearer set of urban design guidelines** to streamline consenting processes.

Although opinions of good urban design often focus on larger buildings, especially new commercial buildings in the city centre, it is also important to provide safe, accessible, well-designed, good-quality housing and communities, along with businesses and industrial areas across greater Christchurch. The benefits for health and wellbeing of well-designed, accessible environments are well known. The Integrated Recovery Planning Guide provides useful advice, and further guidance and processes for engaging with relevant parties early in project development process to facilitate a timely recovery.

New development, and the restoration and enhancement of existing urban areas, will need to be sympathetic to the existing environment and create places for people and communities. New and repaired buildings, and the spaces around them, should promote a distinctive sense of character and identity informed by local history, including cultural heritage and Ngāi Tahu values, and taking opportunities post-earthquake to support innovative urban design.

Achieving a well-designed building or development is not just about its look but equally about how it functions. By making sustainability an integral part of the design of a subdivision or building, it is possible to help reduce whole-of-life costs and achieve environmental outcomes, including whakapapa. In rebuilding communities, and designing new subdivisions and places and spaces, the opportunity needs to be taken to improve accessibility, particularly for people with disabilities, injuries and mobility issues. Improving accessibility through universal design and using the government-funded 'Lifemark homes' guidelines will provide a range of benefits to the community, and does not have to add costs to rebuilding and recovery. Given the unprecedented scale of rebuilding and new development, it is imperative to seize this opportunity to provide more accessible and sustainable urban environments. Examples include development layouts that promote active transport and solar orientation, in-built green technologies such as rainwater tanks, solar water heating and small-scale energy generation, living roofs and walls; and incorporating indigenous biodiversity into landscaping, stormwater treatment and open space. Recommendations on how councils can enable **cost-effective and innovative design, construction and development solutions** are sought through this Recovery Plan, particularly to inform any amendments to RMA and LGA instruments. The proactive promotion of solutions to these issues can also result in positive outcomes for building owners, building occupants and the wider community and economy.

## Actions to enable recovery

### **Action 48: Quality urban environment**

The Canterbury Sustainable Homes Working Party (CSHWP) to provide a set of recommendations to councils and CERA, identifying opportunities to improve district plans and consenting processes, to facilitate and enable energy-efficient, sustainable, cost-effective design of subdivisions and comprehensive developments, and innovative solutions for new and rebuilt houses.

### **Action 49: Quality urban environment**

Councils to consider, in consultation with the development industry and professional institutes, existing guidance on urban design to ensure it provides clear expectations and guidance. This work shall be completed in time to inform a review of the CCC District Plan, and any new guidance to be provided by 2014.

## Built environment

In an environment where people and capital are so mobile, it is important that Christchurch compares well with other cities in Australasia. To attract and retain a highly skilled workforce, and keep long-term residents, the recovery must facilitate and enable a high-quality living environment. Greater Christchurch needs to remain a desirable place to live, work, learn and visit.

Poorly designed buildings and spaces, and dispersed settlement patterns that do not support communities, have real economic costs. These costs are borne by individuals in cold, damp houses or unhealthy offices, and by those who have no alternative but to drive to work, school and recreation facilities. A dispersed settlement pattern also increases social and physical isolation and dislocates communities and families. In addition, the wider community faces economic costs in the form of the rates and taxes they must pay to support the health system, and to provide infrastructure and social facilities to support a dispersed population. Where the form and function of an urban environment are poor, its environmental, social and cultural impacts also have a cumulative economic cost.

Delays and uncertainties caused by complex district plans and differing views on what makes good 'urban design' can sometimes make it more difficult to achieve a focused and timely recovery.

There is already some good, geographically specific design guidance such as Selwyn District Council's subdivision design guidelines, and the Christchurch City Council's South-West Area Plan and Belfast Area Plan, and the masterplans for suburban centres. However, guidance prepared under the LGA lacks sufficient statutory weight under the RMA to achieve design outcomes of the desired quality. Further guidance is necessary to smooth the way for the kind of development that is required within the existing urban areas.

If proactively promoted, appropriate design guidance that identifies specific issues important to the recovery of greater Christchurch could contribute to a successful, coordinated recovery. Some important issues to include in such guidance are the need to:

- restore and enhance damaged areas
- recognise Ngāi Tahu culture and heritage and support Ngāi Tahu tangata
- integrate ecological benefits with aesthetic appeal and promote indigenous biodiversity
- provide quality cycling and walking facilities and other design features for 'health and wellbeing'
- support the tourism industry
- include community initiatives such as Gap Filler and Greening the Rubble.

Design that takes all of these issues into account would help to provide an enjoyable, healthy and attractive environment, with economic benefits for the recovery.



#### 4.6.4 Information and advice

Information should be easily accessible to all to take advantage of the opportunities for enhancement that exist because of recovery and rebuilding activities. Uninformed choices could have considerable impacts on the recovery, and leave a legacy of unintended costs and consequences for future generations in greater Christchurch.

Significant effort, by a range of agencies, has been devoted to updating key data sources since the earthquakes, including for geotechnical, flooding and other purposes. CERA and Christchurch City Council's Rebuild Central has sought to centralise such information and advice for the central city area. A similar collaborative approach to make **integrated information and advice** available across the whole greater Christchurch area would assist decision making and leave a legacy with benefits beyond the recovery period.

##### Actions to enable recovery

###### **Action 50: Information and advice**

Councils to continue to assist decision making and consenting through simplifying access to information and resources. This will be achieved by coordinating and integrating existing advice and information services for rebuild activities, including:

- i. land status
- ii. geotechnical information
- iii. pre-application advice
- iv. links to neighbouring land owners and developers.

###### **Action 51: Information and advice**

Councils, CERA and MBIE to formally recognise the completion of a Housing Market Assessment (HMA), consider its findings and agree appropriate actions to address any recommendations arising from the HMA to provide for affordable housing.

#### 4.6.5 Collaboration and intervention

If the Land Use Recovery Plan is to be implemented successfully, a range of organisations and agencies integral to delivering the recovery Actions will need to collaborate and coordinate with each other on an ongoing basis. Existing structures will be used for such engagement wherever possible. However, comprehensive **housing and business forums** at a greater Christchurch level can enhance engagement and integrate with existing recovery governance structures (see section 6.2).

Some locations in greater Christchurch now face particular challenges that may slow recovery and rebuilding; for example, damaged land and complex land ownership patterns, particularly in existing urban areas and commercial centres. For these areas, it may be necessary to **use powers under the CER Act** to ensure recovery proceeds in a timely manner.

##### Enabling recovery

CERA was established in order to facilitate earthquake recovery. Part of this rationale was the recognition that the powers available to local authorities were insufficient to deliver comprehensive recovery outcomes. In particular, local authorities do not have the power to acquire land or designate for recovery purposes.

##### Actions to enable recovery

###### **Action 52: Collaboration: Housing needs**

Councils agree to establish a greater Christchurch Housing Development Forum. The terms of reference to cover a collaborative governance arrangement between councils, private sector (including not-for-profit organisations and private housing developers) and central government that may provide information and advice on topics such as:

- i. options and actions necessary following receipt of the Housing Market Assessment
- ii. funding options for the provision of the housing needs
- iii. ways to ensure the timing of supply of sections matches demand (to address land banking)
- iv. ensuring associated public and private core infrastructure is provided as it is needed.

###### **Action 53: Collaboration: Business needs**

Councils agree to establish a greater Christchurch Business Land Forum. The terms of reference to cover a collaborative governance arrangement between councils, the business sector and central government that will provide information and advice on topics such as:

- i. a transition plan for businesses relying on the Temporary Accommodation Order in Council

- ii. identification of a range of transport efficiency initiatives such as travel plans
- iii. the development of a business land incentives package that supports revitalisation initiatives
- iv. a business land management strategy to address typologies of business land needs, supply monitoring and release of new business land.

#### **Action 54: Intervention for recovery**

The strategic partners may request the Minister for Canterbury Earthquake Recovery to use interventions under the CER Act to overcome barriers to addressing recovery and rebuilding issues that cannot be resolved through usual legislative processes.

#### **Action 55: Collaboration: Local governance for recovery**

Strategic partners to amend terms of reference of the Recovery Strategy Advisory Committee and Urban Development Strategy Implementation Committee to provide for:

- i. Land Use Recovery Plan implementation leadership, ensuring mana whenua and tino rangatiratanga
- ii. overseeing implementation
- iii. monitoring and reporting progress against milestones to strategic partners and recommending remedial action where outcomes are not being achieved in accord with the Recovery Plan
- iv. establishing relevant forums and establishing terms of reference
- v. ensuring strategic partner organisations and processes support implementation of the recovery
- vi. overviewing and management of any risks associated with implementation
- vii. requiring strategic partner lead agencies to report on progress, implementation issues and risks, on an agreed and regular timeframe.

### **4.6.6 Monitoring and reporting**

Implementation of the Land Use Recovery Plan will include robust monitoring and review mechanism to identify any necessary change to any of these Recovery Plan Actions so that they can contribute to the recovery more effectively. The monitoring arrangements under the Land Use Recovery Plan will also be coordinated and integrated with the wider CERA Recovery Strategy Monitoring and Reporting Plan. Monitoring and reporting in relation to the Land Use Recovery Plan are covered specifically in section 9. However, a recovery action requirement to prepare an annual implementation report is included here.

#### **Actions to enable recovery**

##### **Action 56: Monitoring and reporting**

Strategic partners will prepare and approve a Land Use Recovery Plan Annual Report, which will be made public within one month of the report being agreed. The annual report will provide details of the Actions completed (and details of any that are not and reasons why), the involvement of the community and relevant agencies in the recovery and completion of Actions, and a summary of monitoring undertaken as a requirement of chapter 6 of the Canterbury Regional Policy Statement.

### **Implementing delivery mechanisms for recovery: What will success look like?**

- Decision making is assisted, resources are optimised and desired outcomes are enabled through a clear planning framework.
- Consenting processes enable high-quality development in appropriate locations to proceed without unnecessary delay or 'red tape'.
- Good urban design and innovative design and construction create developments applauded by experts and valued by the community.
- Good information will be easily available to guide decision making and robust monitoring will ensure this information is up to date.
- Government, councils, the private sector and communities work collaboratively to find solutions for recovery and ensure recovery is not impeded.



# 5.0 INTEGRATING WITH WIDER RECOVERY

## ME KŌMITIMITI KA TIKA, NGĀ MAHI O TĒNEI MAHERE KI NGĀ MAHI WHAKAHAUMANU KĒ ATU

The Land Use Recovery Plan has been developed as part of the Land and Land Use Programme under the Recovery Strategy’s built environment component of recovery. The Land Use Recovery Plan sits alongside the Christchurch Central Recovery Plan and a range of recovery programmes (figure 20).

In accordance with the requirements of the CER Act and the Recovery Strategy, plans and programmes and any changes they make to statutory documents must align, particularly with

Recovery Strategy goals and principles. There is therefore a clear and consistent flow of changes to statutory documents made by this Land Use Recovery Plan – to the new chapter to the Canterbury Regional Policy Statement, district plans, Local Government Act documents such as annual plans, and the Regional Land Transport Programme. Decision making, such as through the RMA and funding programmes, will need to ensure it is not inconsistent with the Land Use Recovery Plan.

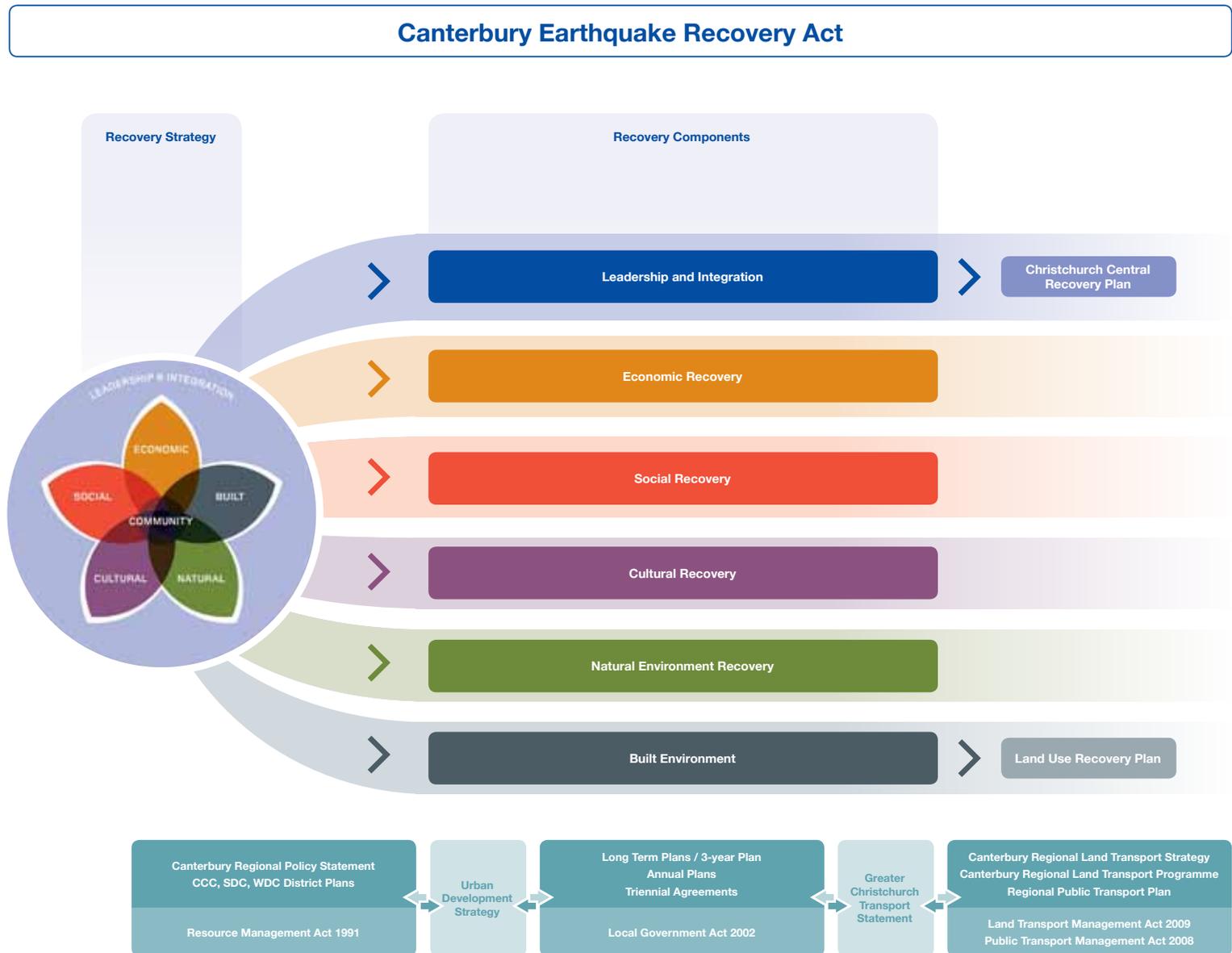


Figure 20: Legislative framework, illustrating the statutory relationship between the Land Use Recovery Plan and the Recovery Strategy

In developing the Land Use Recovery Programme particular attention has been given to:

### **Christchurch Central Recovery Plan**

- integrating cross-boundary issues such as the transport network and services outlined in the draft “An Accessible City” chapter with the needs of greater Christchurch as a whole
- aligning the provision and timing of commercial floorspace needs in the CBD with greater Christchurch as a whole
- complementing the housing needs anticipated to be provided in the central city with those being enabled in other areas of greater Christchurch

### **Residential Rebuild and Housing Programme**

- assessing the role Government and its delivery agencies can play in enabling the housing market to function effectively across greater Christchurch, including meeting the needs of temporary workers as part of the rebuild
- understanding the implications of possible future land use options in red zone areas for greater Christchurch as a whole

### **Residential Red Zone Programme**

- providing sufficient and timely housing choice for households needing to relocate from red zones to other areas in greater Christchurch

### **Education Renewal Recovery Programme**

- understanding the implications and opportunities for local communities and Key Activity Centres arising from proposed new schools, school mergers and school closures

### **Economic Recovery Programme**

- identifying and providing for the land use needs of business to achieve economic recovery projects
- providing ‘business friendly’ planning and consenting processes

### **Infrastructure Programme**

- integrating land use decisions with infrastructure repair programmes and planned upgrades
- supporting infrastructure design standards through planning requirements

### **Natural Environment Recovery Programme**

- reassessing the risks and susceptibilities of natural hazards
- investigating and monitoring earthquake changes in coastal and estuary processes.

The Land Use Recovery Plan is also integral to the recovery programmes within the leadership and integration portfolio of the Recovery Strategy (Recovery Governance Coordination Programme, Monitoring and Reporting Plan, and Communications and Engagement Programme).

The following are three other key documents of relevance to the Land Use Recovery Plan.

### **Greater Christchurch Urban Development Strategy (UDS)**

The UDS was published in 2007 and set out a vision for greater Christchurch through to 2041. The UDS gathered considerable information about demographic trends, transport patterns, infrastructure requirements, community facilities and construction costs and timelines. It also engaged widely with the communities of greater Christchurch.

The UDS could not anticipate the timing or magnitude of the impacts of the earthquakes and so, while the principles of the UDS provide sensible and desirable aspirations for greater Christchurch, the Land Use Recovery Plan is necessary to provide a short- to medium-term pathway to recovery. Although the Land Use Recovery Plan does not make provision for long-term growth and development beyond 2028, land use decisions made about the built environment to support recovery will have lasting impacts beyond the recovery period, and so these decisions need to also consider the period post-2028. The Land Use Recovery Plan has a focus on the short- to medium-term needs of recovery, however its implementation is likely to produce outcomes that align with the longer-term Vision contained in the UDS, as both reflect the views of greater Christchurch communities generally.

The UDS governance structures have also provided a template for local recovery strategy governance. This has enabled timely and effective collaboration among recovery strategy strategic partners and can provide an enduring partnership post-recovery.

### **Greater Christchurch Transport Statement (GCTS)**

The GCTS is an overarching framework for integrated transport planning and network development within the greater Christchurch area. It was prepared in 2012 by UDS signatories – the Christchurch City Council, Selwyn District Council, Waimakariri District Council, Environment Canterbury and the New Zealand Transport Agency – in collaboration with Christchurch Airport, the Lyttelton Port of Christchurch, KiwiRail, Ministry of Transport and CERA. It is designed to guide the city’s 10 transport providers in the development and management of greater Christchurch transport programmes and the partners’ investment strategies to ensure a ‘one network’ approach.

Primarily, the GCTS focuses on the strategic links between key places within the metropolitan area of greater Christchurch. The partners are committed to looking ahead and working together to deliver better outcomes that build resilience, efficiency and reliability into the transport network, and at the same time provide the community with sustainable transport choices.

### **Canterbury Economic Development Strategy (CEDS)**

The purpose of CEDS is to identify long-term growth goals and priorities to 2031 that will create a better quality of life and a strong and prosperous economy. The Strategy advocates for setting a common course, engaging with the business community and investing in shared goals, to achieve better economic outcomes.

The initial version of CEDS was completed in September 2010 just before the first earthquake. A 2013 CEDS refresh adjusts for these changes. It also recognises the economic value of the rural sector to the city economy and the amendments made in 2012 to the Government's Business Growth Agenda.





## 6.0 IMPLEMENTATION

### TE WHAKATINANATANGA O NGĀ MAHI

#### 6.1 Implementation Actions table

##### Implementation plan

The following table provides the implementation plan for all the recommended Actions. The Recovery Plan includes 56 Actions that have been identified as crucial for land use recovery. The table that follows includes subheadings to break down section headings from section 4; however in many cases the actions contribute to a broader range of desired outcomes and so these subheadings are in no way intended to restrict the scope of any action.

The implementation of the recovery plan in many cases identifies actions to be undertaken by agencies that involve changes to statutory instruments such as district plans, annual plans, long term plans, and the regional land transport plan. In some cases these changes are set out in the statutory directions of the Land Use Recovery Plan. In other cases the agencies are to review and provide to the Minister for Canterbury Earthquake Recovery changes or amendments.

If the respective legislative processes (for example under the RMA or Local Government Act) are not deemed suitable for the purposes of recovery, the Minister has a range of mechanisms under the CER Act to make the changes recommended should he consider them appropriate, including:

- amending this Land Use Recovery Plan
- preparing additional recovery plans
- using the powers under section 27 of the CER Act.

Before making any changes the Minister for Canterbury Earthquake Recovery will determine, in accordance with the CER Act, the level of community consultation is required.

# Rebuilding communities

\$ = \$100,000    \$\$ ≤ \$1 million    \$\$\$ ≥ \$1 million

Number	Action	Agencies (Lead agency in bold)	Implementation tool	Cost	Completion date
<b>CCC District Plan review</b>					
1 SD	<p>Christchurch City Council to amend its district plan to facilitate and enable a timely and coordinated recovery, and to provide for:</p> <p><b>Housing choice</b></p> <ul style="list-style-type: none"> <li>i. a range of housing types and locations recognising the changing population and loss of housing options as a result of the earthquakes</li> <li>ii. the relationship of Ngāi Tahu whānui with Māori Reserves by enabling that land to be used for its intended purpose*</li> <li>iii. housing options on historic Māori Reservations, particularly Māori Reserve 875 (Rāpaki)*</li> </ul> <p><i>* subject to final decisions to address life risk from rock roll and rockfall</i></p> <p><b>Intensification</b></p> <ul style="list-style-type: none"> <li>iv. a choice of housing through a range of residential density and development provisions to facilitate intensified development</li> <li>v. comprehensive developments through residential and mixed-use provisions</li> <li>vi. temporary or permanent additional accommodation including by providing options to reconfigure existing houses internally</li> </ul> <p><b>Revitalise centres</b></p> <ul style="list-style-type: none"> <li>vii. intensified residential development</li> <li>viii. a range of public and privately established community facilities and services to be provided for at Key Activity Centres and neighbourhood centres</li> </ul> <p><b>Supporting rebuilding activities</b></p> <ul style="list-style-type: none"> <li>ix. improved accessibility to buildings, structures and public places and spaces through opportunities during rebuilding</li> <li>x. reduced consenting and notification requirements.</li> </ul>	<p><b>CCC</b></p> <p>CERA</p> <p>ECan</p> <p>TRoNT</p>	District plan	\$\$	30 June 2014 for new district plan provisions previously identified as directly related to recovery
<b>Incentivising a range of housing types</b>					
2 SD	Christchurch City Council to amend its district plan to introduce objectives, policies and methods to support a 'floating zone' to enable comprehensive redevelopment that provides for a range of housing types and sizes.	<b>CCC</b>	District plan		On approval of this Recovery Plan
3	Christchurch City Council to investigate and consider the existing LGA and RMA instruments relating to intensification and the promotion of city living, including affordable and temporary housing, in identified intensification and brownfield locations. This may include a range of financial tools, regulatory incentives, other initiatives, and development contributions policies to provide a package of initiatives and incentives to facilitate recovery.	<b>CCC</b> CERA	Annual plans, TYP, LTP	\$\$	Within three months of approval of this Recovery Plan
4 SD	Selwyn and Waimakariri District Councils to identify appropriate sites within the existing urban area for intensified residential and mixed-use development and amend their district plans to enable comprehensive development of these sites.	<b>WDC</b> <b>SDC</b> CERA	District Plans	\$	Within six months of approval of this Recovery Plan

5	<p>Councils to work in partnership with central government and the private sector to provide more investment certainty and initiatives to manage housing costs, through, for example:</p> <ol style="list-style-type: none"> <li>the use of government procurement and influence to achieve economies of scale in housing development</li> <li>enabling a range of housing types for displaced residents, temporary workers and others, which could be on sold</li> <li>investigating head-lease agreements from private developments/ investors to sublet them to non-government providers to house displaced residents or those in need.</li> </ol>	<p><b>TAs</b> <b>ECan</b> <b>CERA</b> <b>MBIE</b></p>	Partnerships, annual plans, TYP, LTP	\$	Ongoing
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### Affordable housing

6 SD	<p>Christchurch City Council to enable a range of housing types, particularly exemplar* medium density development for proposals within existing urban areas:</p> <ol style="list-style-type: none"> <li>on land owned by HNZC, or designated by the Minister of Housing, to be redeveloped by the public and private sector</li> <li>on land owned by the Christchurch City Council</li> <li>on land owned by Te Rūnanga o Ngāi Tahu (investigation of proposals)</li> <li>to support the private sector and third sector to bring forward proposals.</li> </ol> <p>Christchurch City Council and central government will work collaboratively with developers to agree the redevelopment of a minimum of two sites. Consideration will need to be given to leasehold, rent-to-buy or shared equity/shared ownership options for households to gain access to affordable housing.</p> <p>* An 'exemplar' development would be a model for future housing developments that provide an innovative design solution for affordable, medium density housing, suited to the location and that is well insulated, energy efficient and attractive.</p>	<p><b>CCC</b> HNZC Ngāi Tahu CERA MBIE Private and third sectors</p>	Partnerships District plan Annual plans, TYP, LTP	\$\$	On approval of this Recovery Plan
7	<p>Central government and district councils to investigate mechanisms to encourage the provision and retention of affordable housing within proposed new residential developments. This may include a percentage of new developments to provide 'affordable' and 'social' housing and/or options for first home buyers.</p>	<p><b>MBIE</b> TAs Christchurch Housing Development Forum</p>	District plans Christchurch Housing Development Forum	\$	Within 12 months of approval of this Recovery Plan

### Brownfields

8	<p>Councils and central government, in collaboration with developers, to identify and implement mechanisms to facilitate and enable the comprehensive development of identified brownfield sites for housing, mixed-use or commercial activities.</p>	<p><b>TAs</b> <b>CERA</b> <b>MBIE</b></p>	Incentives Partnerships	\$\$\$	2014
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### Centres and community facilities

9	<p>Councils to identify and implement programmes through the relevant LGA instruments for public facilities, services and amenity improvements required to enhance redevelopment opportunities around targeted Key Activity Centres and neighbourhood centres requiring redevelopment as a result of earthquake damage.</p>	<p><b>TAs</b></p>	Annual plans, TYP	\$\$\$	Within 12 months of approval of this Recovery Plan
10	<p>Selwyn and Waimakariri District Councils agree to investigate and consider appropriate amendments to their district plans to inform the location and provision of a range of public and privately established community facilities and services within Key Activity Centres.</p>	<p><b>SDC</b> <b>WDC</b> CERA</p>	District plans	\$	Within 12 months of approval of this Recovery Plan

Transport choice					
11	Environment Canterbury and Christchurch City Council to implement an agreed three-year public transport recovery package of services and infrastructure (including the central city Bus Interchange, suburban hubs at Northlands and Riccarton and two super stops in the CBD, and priority traffic management) across Christchurch City that enables the public transport operations envisaged for the central city under the Christchurch Central Recovery Plan and Environment Canterbury's 'hubs and spokes' model.	<b>ECan</b> <b>CCC</b> NZTA	Annual plans TYP National Land Transport Fund	\$\$\$	2016
12	Councils and NZTA agree to ensure that rebuilding of the transport network delivers opportunities for a range of transport modes (including walking, cycling, public transport and rail) in and between centres and existing and new business and residential areas.	<b>ECan, TAs,</b> <b>NZTA,</b> <b>KRG</b>	Christchurch Transport Strategic Plan, RLTP, annual plans, TYP, LTP	\$\$\$	Ongoing
Māori Reserves					
13 SD	Selwyn and Waimakariri District Councils, in collaboration with Te Rūnanga o Ngāi Tahu, to amend, where necessary, their district plans to recognise and provide for the relationship of Ngāi Tahu whānui with Māori Reserves in the area covered by this Recovery Plan, to enable that land to be used for housing, where this is appropriate and in accordance with its intended purpose.	<b>SDC</b> <b>WDC</b> <b>Ngāi Tahu</b> CERA	District plans	\$	Within 12 months of approval of this Recovery Plan
14	Councils agree to coordinate the sequencing, provision and funding of infrastructure in relevant Local Government Act and RMA instruments, or other infrastructure plans, to enable the orderly and efficient development of Māori Reserves, within the area covered by this Recovery Plan.	<b>TAs</b> <b>Ngāi Tahu</b> ECan	Annual plans, TYP, LTP	\$\$	Ongoing
15 SD	Waimakariri District Council to amend its district plan to provide for housing options on Māori Reserve 873 (Tuahiwi) as set out in appendix 4.	<b>WDC</b> <b>Ngāi Tahu</b>	District plan	\$	On approval of this Recovery Plan
16 SD	Waimakariri District Council to amend its district plan to provide methods to achieve the housing options on Māori Reserve 873 (Tuahiwi) to give effect to objectives and policies as set out in appendix 4.	<b>WDC</b> <b>Ngāi Tahu</b> CERA	District plan	\$\$	Within 12 months of approval of this Recovery Plan

## Building new communities

\$ = \$100,000    \$\$ ≤ \$1 million    \$\$\$ ≥ \$1 million

Number	Action	Agencies (Lead agency in bold)	Implementation tool	Cost	Completion date
<b>Zoning greenfield priority areas</b>					
17 SD	Councils to amend their district plans to provide for development within greenfield priority areas, as set out in appendices 3–5.	<b>TAs</b>	District plans	\$	SDC and WDC on approval of this Recovery Plan. CCC 30 June 2014
18 SD	Selwyn District Council to amend its district plan, where it considers necessary, to enable the building of new communities, including providing for proposed greenfield land ODP and zoning provisions for the following greenfield priority areas shown on map A, appendix 2 and in appendix 6: <ul style="list-style-type: none"> <li>i. ODP Area 4 - Rolleston</li> <li>ii. ODP Area 9 – Helpet Park</li> <li>iii. ODP Area 10 – East Maddisons / Goulds Road</li> <li>iv. ODP Area 11 – Branthwaite Drive</li> <li>v. ODP Area 12 – Dunns Crossing Road (existing Living zone)</li> <li>vi. ODP Area 13 – Springston Rolleston / Dynes Road (existing Living zone).</li> </ul>	<b>SDC</b> CERA	District plan	\$\$	Within six months of the approval of this Recovery Plan
19 SD	Waimakariri District Council to support private plan change requests by amending its district plan to provide for proposed greenfield land ODP and zoning provisions, where it considers necessary, that enable the building of new communities within the greenfield priority areas shown on map A, appendix 2, in a manner that is aligned to the provision of core public and private infrastructure and services as set out in the relevant LGA instruments and the Canterbury Regional Land Transport Programme.	<b>WDC</b> CERA	District plan	\$\$	Ongoing
<b>CCC District Plan review to enable building of new communities</b>					
20 SD	Christchurch City Council to amend its district plan to enable the building of new communities including providing for proposed greenfield land ODP and zoning provisions for the greenfield priority areas shown on map A, appendix 2 in a manner that is aligned to the provision of core public and private infrastructure and services as set out in the relevant Local Government Act plans and the Canterbury Regional Land Transport Programme.	<b>CCC</b> CERA	District plan  Plans under the LGA and Canterbury Regional Land Transport Programme	\$\$	30 June 2014

## Providing for business

\$ = \$100,000 \$\$ ≤ \$1 million \$\$\$ ≥ \$1 million

Number	Action	Agencies (Lead agency in bold)	Implementation tool	Cost	Completion date
<b>Supporting the recovery of commercial businesses</b>					
21	Councils agree to use a case management approach to support rebuilding through relevant Local Government Act instruments, particularly for Key Activity Centres and neighbourhood centres, including the Leeston town centre. This is particularly relevant where major private, public and not-for-profit investment is currently being considered.	<b>TAs</b>	LGA plans	\$	Ongoing
22	Selwyn District Council to investigate solutions to barriers to implementing the Rolleston Town Centre Masterplan, including the need to modify or cancel the existing resource consents relating to land within the Rolleston Town Centre study area to successfully implement the masterplan.  Where this approach is unsuccessful, a request by the Council may be made to the Minister for Canterbury Earthquake Recovery to use interventions under the CER Act to overcome barriers to addressing recovery and rebuilding issues that cannot be resolved through usual processes.	<b>SDC</b> CERA	District plan	\$	Within 12 months of the approval of this Recovery Plan
23	Waimakariri District Council, based on the adopted Town Centre Strategies for Kaiapoi and Rangiora and following engagement with affected property owners, businesses and the community, to prepare a number of comprehensive precinct-based redevelopment plans that enable the recovery and rebuilding of the centres.  Where this approach is unsuccessful, a request by the Council may be made to the Minister for Canterbury Earthquake Recovery to use interventions under the CER Act to overcome barriers to addressing recovery and rebuilding issues that cannot be resolved through usual processes.	<b>WDC</b> CERA	District plan Annual plan and LTP	\$\$	Within 12 months of the approval of this Recovery Plan
<b>CCC District Plan review to provide for business</b>					
24 SD	Christchurch City Council to amend its district plan to enable the recovery and rebuilding of businesses, and to provide for:  <b>Rebuilding of existing business areas</b>  i. comprehensive developments in existing urban business areas, including brownfield sites  <b>Revitalise centres</b>  ii. the definition of the extent of each Key Activity Centre via appropriate zoning  iii. planning provisions for Key Activity Centres and neighbourhood centres that have undergone a suburban centres masterplan process  iv. mixed-use development within Key Activity Centres  <b>Greenfield priority areas for business</b>  v. Outline Development Plans to establish the broad land-use pattern within the Hornby (B10, B11 and B12) and Belfast (B5) greenfield priority areas for business, including consideration of wider connectivity to surrounding areas and networks  vi. an integrated approach to the review of business zone provisions for the Airport zone, and adjacent greenfield priority areas for business B6, B7, B8 and B9  vii. greenfield priority area for business land-zoning provisions in a manner that is aligned with the provision of core public and private infrastructure.	<b>CCC</b> CERA	District plan	\$\$	30 June 2014

## WDC District Plan review to provide for business

25 SD	<p>Waimakariri District Council to amend its district plan, and support private plan change requests for ODPs and rezoning of proposed greenfield priority areas for business where it is aligned to infrastructure and services (as set out in the relevant LGA instruments and the Canterbury Regional Land Transport Programme), to enable the recovery and rebuilding of businesses, and to provide for:</p> <p><b>Rebuilding of existing business areas</b></p> <ul style="list-style-type: none"> <li>i. comprehensive developments in existing urban business areas, including brownfield sites</li> <li>ii. management of the effects of rebuilding activities</li> </ul> <p><b>Rebuilding of centres</b></p> <ul style="list-style-type: none"> <li>iii. the definition of the extent of each Key Activity Centre</li> <li>iv. implementation of a number of comprehensive precinct-based redevelopment plans for the Rangiora and Kaiapoi town centres</li> </ul> <p><b>Greenfield priority areas for business</b></p> <ul style="list-style-type: none"> <li>v. greenfield priority areas for business land at Southbrook (B1 and B2)</li> <li>vi. greenfield priority area for business land-zoning provisions at South Woodend (B3).</li> </ul>	WDC CERA	District plan	\$\$	Ongoing, except Southbrook business land within three months of approval of this Recovery Plan
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## SDC District Plan review to provide for business

26 SD	<p>Selwyn District Council to amend its district plan, and support private plan change requests for ODPs and rezoning of proposed greenfield priority areas for business where it is aligned to infrastructure and services (as set out in the relevant LGA instruments and the Canterbury Regional Land Transport Programme), to enable the recovery and rebuilding of businesses, and to provide for:</p> <p><b>Rebuilding of existing business areas</b></p> <ul style="list-style-type: none"> <li>i. comprehensive developments in existing urban business areas, including brownfield sites</li> </ul> <p><b>Rebuilding of centres</b></p> <ul style="list-style-type: none"> <li>ii. the definition of the extent of each Key Activity Centre</li> <li>iii. implementation of the Rolleston Town Centre Masterplan</li> </ul> <p><b>Greenfield priority areas for business</b></p> <ul style="list-style-type: none"> <li>iv. greenfield priority areas for business at Lincoln (B16) and Rolleston (B14 and B15)</li> </ul>	SDC CERA	District plan	\$	Ongoing
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## Supporting the recovery of industrial businesses

27	<p>Continue the existing case management approach by councils and the Canterbury Development Corporation to support rebuilding through relevant LGA instruments particularly for damaged business areas (including B4/B5 land in Woolston and Bromley; and key brownfield sites, including potentially redundant KiwiRail land).</p> <p><b>Where this case management approach is unsuccessful, a request by the respective council may be made to the Minister for Canterbury Earthquake Recovery to use interventions under the CER Act to overcome barriers to addressing recovery and rebuilding issues that cannot be resolved through usual processes.</b></p>	CDC TAs CERA	LGA plans	\$	Ongoing
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## Delivering infrastructure and services

\$ = \$100,000    \$\$ ≤ \$1 million    \$\$\$ ≥ \$1 million

Number	Action	Agencies (Lead agency in bold)	Implementation tool	Cost	Completion date
<b>Integrating land use and infrastructure</b>					
28	Christchurch City Council to develop prioritised infrastructure programmes that optimise available resources and funding to support the development of priority residential and business areas, and intensification and brownfield areas.	<b>CCC</b>	TYP, annual plan		
29 SD	Councils and NZTA to provide amendments to the relevant Canterbury Regional Land Transport Programme and LGA instruments to ensure that infrastructure funding programmes are aligned to priority areas to the Minister for Canterbury Earthquake Recovery for consideration.	<b>ECan</b> <b>TAs</b> <b>NZTA</b> CERA	RLTP Annual plans TYPs LTPs	\$\$\$	Within six months of approval of this Recovery Plan
30 SD	Christchurch City Council to amend its district plan to provide for and support the following: i. the implementation of the Greater Christchurch Transport Statement, Christchurch Transport Strategic Plan and the Christchurch Central Recovery Plan ii. land use and transport network integration.	<b>CCC</b> NZTA CERA	District plan	\$\$	30 June 2014
<b>Coordinating the timing of development and infrastructure work</b>					
31	Christchurch City Council and NZTA agree to address, to the extent possible, any short- to medium-term reduction in levels of transport service arising from new development and infrastructure repair by optimising the use of existing transport assets. This will include using clear public communications and network management plans.	<b>CCC</b> <b>NZTA</b>	Network Management Plan	\$	Ongoing
32	Christchurch City Council and NZTA agree to complete transport analyses for south-western, northern and western development access and growth areas to identify requirements and timing for a prioritised infrastructure programme.	<b>CCC</b> <b>NZTA</b>	RLTP Annual plan	\$	Ongoing
33	Councils and NZTA to investigate and then protect land as required for future public and active transport options (including rail) for greater Christchurch so that recovery in the short to medium term is enabled without reducing future options. This will follow and take account of other Actions in this plan that may consolidate public transport demand by seeking to intensify residential and commercial development within existing urban areas.	<b>ECan</b> <b>TAs</b> <b>NZTA</b> <b>KRG</b>	RLTP Annual plans District plans RMA designations	\$\$	30 June 2014
<b>Support strategic transport networks and freight</b>					
34	Councils and NZTA agree to ensure strategic freight projects support the freight network, distribution and servicing needs of businesses to, from and within greater Christchurch, while managing the effects on local communities.	<b>NZTA</b> TAs CIAL LPC KRG	RLTP, annual plan	\$	2013–2017
35	Christchurch City Council and NZTA agree to ensure Sumner Road / Evans Pass Road is available for oversize and hazardous goods and for general traffic.	<b>CCC</b> <b>NZTA</b>	Annual plan, RLTP, National Land Transport Programme	\$\$\$	2015

36	NZTA, CCC, LPC and KiwiRail to work in collaboration on the development of a 'Lyttelton Access Statement' that balances freight access needs with the needs of the local community.	<b>NZTA</b> <b>ECan</b> CCC LPC KRG	Annual plan, RLTP	\$	2014
37 SD	The councils amend the Regional Policy Statement and district plans as set out in appendices 2 to 5 to ensure that noise-sensitive activities are avoided within the 50dBA Ldn air noise contour surrounding Christchurch Airport (unless the activity is within an existing residentially zoned urban area, a priority area identified for Kaiapoi to reflect the special circumstances that exist following the earthquakes, or another identified greenfield residential area) so as not to compromise the efficient operation of Christchurch Airport, taking into account the health, wellbeing and amenity of people.	<b>ECan</b> <b>TAs</b>	Regional and district plans	\$	On approval of this Recovery Plan

## Addressing natural hazards and environmental constraints

Number	Action	Agencies (Lead agency in bold)	Implementation tool	Cost	Completion date
<b>Avoiding hazards</b>					
38 SD	Christchurch City Council to amend its district plan to protect people from 'High Hazard Areas' and risks from natural hazards, including, but not limited to, the following matters: <ul style="list-style-type: none"> <li>i. the adverse effects of natural hazards on residential and other uses on the Port Hills</li> <li>ii. other natural hazards such as flooding, liquefaction and sea level rise.</li> </ul>	<b>CCC</b> CERA	District plan	\$\$	30 June 2014
39	In making decisions about development in existing and priority urban areas, councils to consider the long-term social and economic costs of the effects of natural hazards and how these effects should be avoided and/or mitigated through restricting development to appropriate densities, activities and locations, or mitigated through methods such as ground improvements and special infrastructure solutions.	<b>TAs</b> CERA MBIE ECan	District plans, resource consents	\$\$\$	On approval of this Recovery Plan
40	Councils to ensure that a detailed assessment of the suitability of land for intended activities is undertaken as part of ODP and zoning decision making.	<b>TAs</b> ECan	District plans, Plan changes	\$	Ongoing
41	To provide consistent and accessible information for rebuilding and research now and in the future, councils to encourage and support the provision of geotechnical data and groundwater data, assessments and building information to the Canterbury Geotechnical Database (currently administered by CERA).	<b>ECan</b> <b>TAs</b> CERA MBIE	Advisory, district plans	\$	On approval of this Recovery Plan
42	To ensure assessment for ODPs, plan changes and resource consents are robust, councils and developers to use the most up-to-date version of the "Guidelines for the investigation and assessment of subdivisions on the flat in Canterbury: Minimum requirements for geotechnical assessment for land development ('flatland areas' of the Canterbury region)" (Ministry of Business, Innovation and Employment).	<b>TAs</b> ECan MBIE	Advisory, district plans, resource consents	\$	On approval of this Recovery Plan
<b>Standards for greenfield land infrastructure</b>					
43	Require all greenfield land vested in councils for network infrastructure (such as underground pipes and roads) be brought up to a standard as outlined in respective council infrastructure design standards and construction standard specifications, in order to minimise the potential for damage from future natural events.	<b>TAs</b>	District plans, asset management plans, design standards	\$	Ongoing

# Implementing delivery mechanisms for recovery

\$ = \$100,000    \$\$ ≤ \$1 million    \$\$\$ ≥ \$1 million

Number	Action	Agencies (Lead agency in bold)	Implementation tool	Cost	Completion date
<b>Strategic planning framework</b>					
44 SD	Councils to amend the Canterbury Regional Policy Statement and district plans to identify areas where rebuilding and development are supported and where they may not occur before 2028, by including objectives, policies, methods, rules and maps, as relevant, showing the urban areas and priority areas as set out in appendices 3 to 5.	<b>ECan</b> TAs	Regional Policy Statement District plans	\$	On approval of this Recovery Plan CCC by 30 June 2014
45 SD	Environment Canterbury to insert in to a new chapter 6 of the Canterbury Regional Policy Statement the objectives, policies and methods (as set out in appendix 2) to enable recovery and rebuilding of greater Christchurch, including identification of priority areas. The Minister for Canterbury Earthquake Recovery is requested to amend the Canterbury Regional Policy Statement to include the remainder of the provisions in chapter 6 as set out in appendix 2.	<b>ECan</b>	Regional Policy Statement	\$	On approval of this Recovery Plan
<b>Enabling consenting for recovery and rebuilding</b>					
46	An independent review of councils' planning and consenting processes relevant to earthquake recovery is undertaken. The review will identify opportunities to streamline internal council processes for recovery purposes, particularly coordination between different departments and disciplines, including delegations and timeframes. The details of the review will be determined between the parties.	<b>MfE</b> <b>ECan</b> TAs CERA	Regional and district plans LGA Advisory	\$ MfE and or CERA to provide funding	Within three months of approval of this Recovery Plan for ECan and CCC; within six months for SDC and WDC
47 SD	Environment Canterbury and Selwyn and Waimakariri District Councils to undertake a further check of their regional and district plans to ensure they are appropriate to enable and support recovery and rebuilding. If issues impeding recovery are identified, councils to request the Minister for Canterbury Earthquake Recovery to use interventions under the CER Act to make changes to the regional and district plans.	<b>ECan</b> <b>SDC</b> <b>WDC</b> CERA	Regional and district plans	\$	SDC and WDC changes to be made six months after ECan changes
<b>Quality urban environment</b>					
48	The Canterbury Sustainable Homes Working Party (CSHWP) to provide a set of recommendations to councils and CERA, identifying opportunities to improve district plans and consenting processes, to facilitate and enable energy-efficient, sustainable, cost-effective design of subdivisions and comprehensive developments, and innovative solutions for new and rebuilt houses.	<b>CSHWP</b> TA's	District plans Relevant guidance	\$	On approval of this Recovery Plan, and to inform the review of the CCC District Plan
49	Councils to consider, in consultation with the development industry and professional institutes, existing guidance on urban design to ensure it provides clear expectations and guidance. This work shall be completed in time to inform a review of the CCC District Plan, and any new guidance to be provided by 2014.	TAs	Advisory Guidance	\$	On approval of this Recovery Plan, and to inform the review of the CCC District Plan
<b>Information and advice</b>					
50	Councils to continue to assist decision-making and consenting through simplifying access to information and resources. This will be achieved by co-ordinating and integrating existing advice and information services for rebuild activities, including: <ul style="list-style-type: none"> <li>i. land status</li> <li>ii. geotechnical information</li> <li>iii. pre-application advice</li> <li>iv. links to neighbouring land owners and developers.</li> </ul>	<b>ECan</b> TAs CERA MBIE	Advisory	\$	On approval of this Recovery Plan
51	Councils, CERA and MBIE to recognise the completion of a Housing Market Assessment (HMA), consider its findings and agree appropriate actions to address any recommendations arising from the HMA to provide for affordable housing.	<b>ECan</b> , TAs, MBIE, CERA HNZC	Advisory LGA plans	\$	By September 2013

## Collaboration

52	<p>Councils agree to establish a greater Christchurch Housing Development Forum. The terms of reference to cover a collaborative governance arrangement between councils, private sector (including not-for-profit organisations and private housing developers) and central government that may provide information and advice on topics such as:</p> <ol style="list-style-type: none"> <li>options and actions necessary following receipt of the Housing Market Assessment</li> <li>funding options for the provision of the housing needs</li> <li>ways to ensure the timing of supply of sections matches demand (to address land banking)</li> <li>ensuring associated public and private core infrastructure is provided as it is needed.</li> </ol>	<p><b>ECan</b> <b>TAs</b> HNZC Private sector housing developers CERA MBIE others</p>	<p>Collaboration Advisory</p>	\$	<p>Within nine months of the approval of this Recovery Plan</p>
53	<p>Councils agree to establish a greater Christchurch Business Land Forum. The terms of reference to cover a collaborative governance arrangement between councils, the business sector and central government that may provide information and advice on topics such as:</p> <ol style="list-style-type: none"> <li>a transition plan for businesses relying on the Temporary Accommodation Order in Council</li> <li>identification of a range of transport efficiency initiatives such as travel plans</li> <li>the development of a business land incentives package that supports revitalisation initiatives</li> <li>a business land management strategy to address typologies of business land needs, supply monitoring and release of new business land.</li> </ol>	<p><b>ECan</b> <b>TAs</b> Business sector CERA Government departments</p>	<p>Advisory</p>	\$	<p>Within nine months of the approval of this Recovery Plan</p>

## Intervention for recovery purposes

54	<p>The strategic partners may request the Minister for Canterbury Earthquake Recovery to use interventions under the CER Act to overcome barriers to addressing recovery and rebuilding issues that cannot be resolved through usual RMA processes.</p>	<b>CERA</b>	CER Act	N/A	As required
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## Monitoring and reporting

55	<p>Strategic partners to amend terms of reference of Recovery Strategy Advisory Committee and Urban Development Strategy Implementation Committee to provide for:</p> <ol style="list-style-type: none"> <li>Land Use Recovery Plan implementation leadership, ensuring mana whenua and tino rangatiratanga</li> <li>overseeing implementation</li> <li>monitoring and reporting progress against milestones to strategic partners and recommending remedial action where outcomes are not being achieved in accord with the Recovery Plan</li> <li>establishing relevant forums and establishing terms of reference</li> <li>ensuring strategic partner organisations and processes support implementation of the recovery</li> <li>overview and management of any risks associated with implementation</li> <li>require lead agencies to report on progress, implementation issues and risks, on an agreed and regular timeframe.</li> </ol>	<p><b>ECan</b> CCC WDC SDC NZTA Ngāi Tahu</p>	<p>Collaboration Terms of reference</p>	N/A	<p>On approval of this Recovery Plan</p>
56	<p>Strategic partners will prepare and approve a Land Use Recovery Plan Annual Report, which will be made public within one month of the report being agreed. The annual report will provide details of the Actions completed (and details of any that are not and reasons why), the involvement of the community and relevant agencies in the recovery and completion of Actions, and a summary of monitoring undertaken as a requirement of chapter 6 of the Canterbury Regional Policy Statement.</p>	<p><b>ECan</b>, CCC, WDC, SDC, NZTA, Ngāi Tahu (as RSAC/ UDSIC)</p>	<p>Annual report</p>	N/A	<p>Annually, on or before the date this Plan is approved</p>

The timelines for implementing the Actions outlined in the Implementation Actions table are shown in figure 21.

# The following diagram illustrates the delivery timeline for the Actions included in the Land Use Recovery Plan

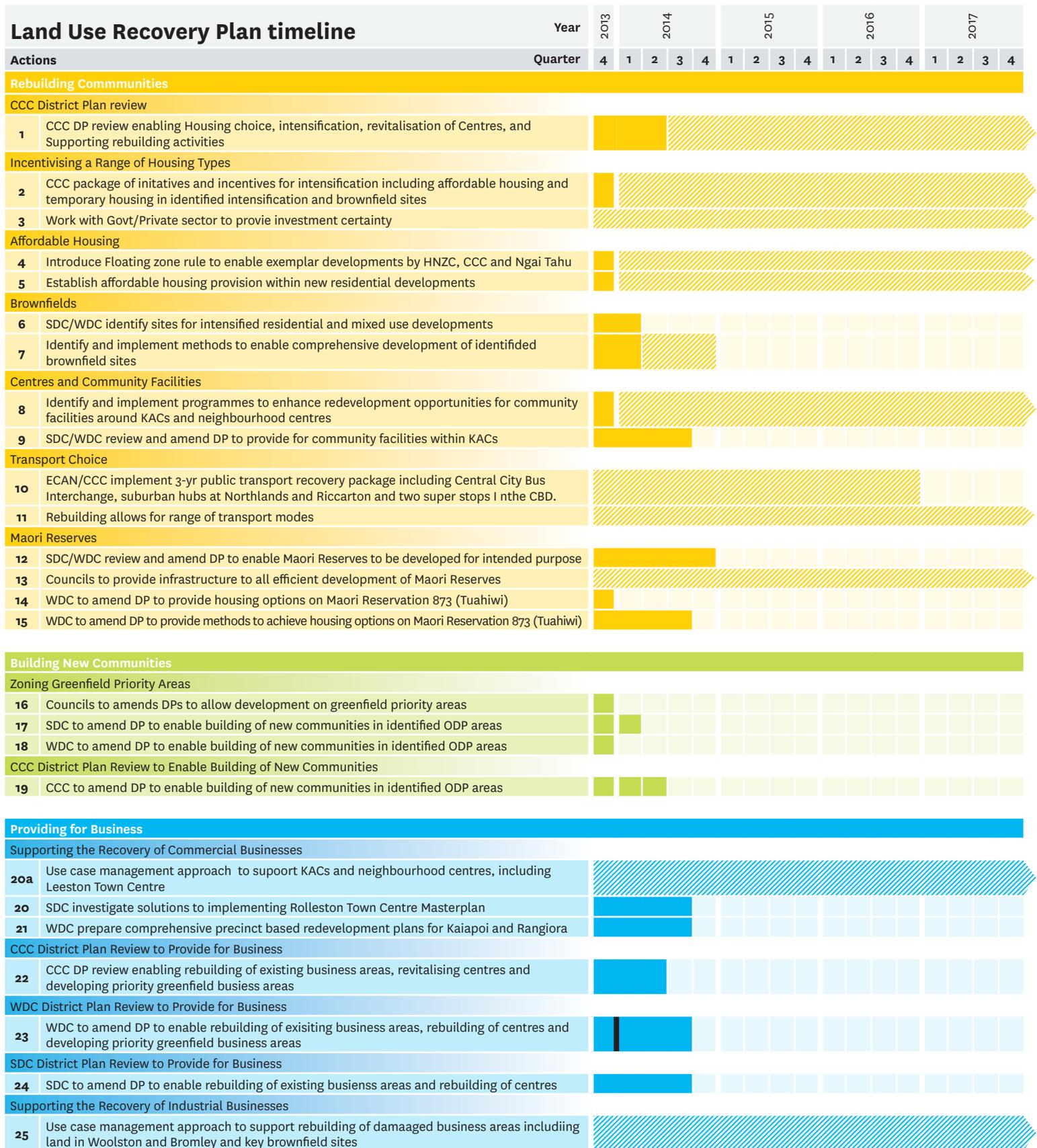
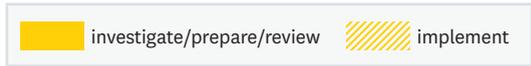


Figure 21: Implementation timeline

Infrastructure and Services		
Integrating land use and infrastructure		
26	CCC to develop infrastructure programmes to support development of priority residential and business areas	
27	Councils/NZTA to amend CRLTP to ensure funding of infrastructure is aligned to priority areas	
28	CCC to amend DP to enable implementation of GCTS, land use and transport integration and transport efficiency and car parking	
Coordinating the timing of development and infrastructure work		
29	CCC/NZTA to address reduced transport LOS from new development by optimising transport assets using communication and network management plans	
30	CCC/NZTA to complete transport analysis of identified development access and growth areas to develop prioritised infrastructure programme	
31	Councils/NZTA to identify and protect land for future transport needs	
Support strategic transport networks and freight		
32	NZTA to ensure strategic freight projects support freight needs and manage effect	
33	Councils/NZTA to assess inter-modal freight needs to enhance capacity and efficiency of freight network	
34	CCC/NZTA to ensure Sumner Rd/Evans Pass Rd is available for oversized/hazardous good and general traffic	
35	Collaboratively develop Lyttelton Access Statement	
Natural Hazards		
Avoiding Hazards		
36	CCC to amend DP to protect people from High Hazard Areas	
37	Consider effects of natural hazards on developments in existing and priority urban areas and how to avoid and/or mitigate	
38	Councils ensure that detailed assessment of suitability of land undertaken as part of ODP and zoning decision making	
39	Support the Canterbury Geotechnical Database to provide consistent and accessible information for rebuilding now and into the future	
40	Use MBIE "Guidelines for the investigation and assessment of subdivisions on the flat in Canterbury" for ODPs, Plan Changes and resource consents	
Standards for Greenfield Land Infrastructure		
41	Require all greenfield land vested in Councils for network infrastructure meets respective Council infrastructure design standards and construction standard specifications	
Environmental Constraints		
42	Councils to amend RPS and DPs to identify areas where rebuilding and development is supported and where it is not	
Making it Happen		
Settlement Pattern		
43	Ecan to insert new chapter into CRPS to enable rebuilding and redevelopment including identification of priority areas	
Enabling consenting for recovery and rebuilding		
44	Undertake an Independent review of Councils's planning and consenting processes relevant to recovery	
45	Ecan/SDC/WDC to check that their Regional and DPs are appropriate to enable and support recovery	
Ensure Quality and Sustainability		
46	CSHWP provide recommendations for opportunities to improve district plans, consenting processes to facilitate energy efficient, sustainable, cost effective designs of subdivisions and comprehensive developments	
47	Review existing guidance on urban design to ensure it provides clear expectations and guidance	
Information and Advice		
48	Councils to continue to simplify access to information and resources	
49	Complete Housing Market Assessment and agree actions to address recommendations	
Collaboration		
50	Establish greater Christchurch Housing Development Forum	
51	Establish greater Christchurch Business Land Forum	
Intervention for Recovery Purposes		
52	Minister CER to use interventions under CER Act to overcome barriers when requested	
Monitoring and Reporting		
53	Amend ToR of Recovery Strategy Advisory Committee to oversee implementation of LURP	
54	Prepare LURP Annual Report	
55	Establish other Advisory Forums as required	

## 6.2 Recovery Strategy Advisory Committee and implementation forums

### Ko te Ohu Whakaraupapa i Ngā Mahi Whakahaumanu me ngā wānanga e pā ana

Governance overview and input are a key ingredient of monitoring and review. The Recovery Strategy Advisory Committee (RSAC) and the UDS Implementation Committee (UDSIC) have clearly defined roles and responsibilities on behalf of the strategic partners. They are therefore in a position to provide for effective governance oversight to ensure that the Land Use Recovery Plan is being implemented in accordance with the priorities and timeframes as outlined in the Recovery Plan. The joint involvement of both governance committees is considered appropriate given there is a range of implementation actions that span the remit of the

Recovery Strategy Advisory Committee and the UDS Implementation Committee. This will also assist a more seamless transition to local implementation arrangements given that the CER Act expires in 2016.

Both the Recovery Strategy Advisory Committee and the UDS Implementation Committee should have terms of reference that clearly outline the role and tasks each committee has in respect of monitoring and reporting, and generally overseeing plan implementation and supporting mana whenua. The committees are currently supported by the Chief Executives Advisory Group and other strategic partner management, strategic and technical implementation groups. These more internally focused structural arrangements are already in place; arrangements specific to the Recovery Plan are concerned with building on, and using, what already exists (figure 22). The existing structures provide not only for Land Use Recovery Plan implementation but also for the implementation and monitoring of other recovery plans and programmes, which in some instances is already occurring.



Figure 22: Land Use Recovery Plan implementation arrangements

Proposed responses in respect of monitoring and implementation from a governance perspective are outlined in Actions in section 4.6. These involve providing clear terms of reference to the RSAC and UDSIC that outline and focus their respective roles in Land Use Recovery Plan implementation.

The addition of some external forums is a key element of effective implementation as it involves regular engagement with a range of other stakeholders that have roles in implementation, such as property developers and the community sector.

These forums will provide an opportunity for ongoing dialogue and to underpin collaboration between the strategic partners and the sectors and groups in greater Christchurch that either have a role or interest in, or support, the implementation of the Recovery Plan.

The forums are considered to be a key way of developing a wider understanding of the Recovery Plan and its implementation and receiving broader input and advice beyond the strategic partners.

The forums will assist in providing a linked-up vision and commitment to Recovery Plan delivery and implementation and assist in ‘championing’ the Actions and outcomes outlined in the Recovery Plan. The terms of reference for the forums are outlined in tables 7 and 8. While two forums are proposed at this stage, others can be established on an ‘as and when required’ basis.

Table 7: Terms of reference – Strategic Implementation Forum

Purpose	<p>To assist in the provision of a collaborative approach to the implementation of the Land Use Recovery Plan, with the broad responsibilities of:</p> <ul style="list-style-type: none"> <li>▪ assisting in providing input and guiding decisions relating to implementation</li> <li>▪ providing sound advice to RSAC and UDSIC and identifying potential solutions to Recovery Plan implementation issues</li> <li>▪ defining opportunities for complementary work and co-investment</li> <li>▪ providing a monitoring function to ensure all implementation agencies implement Recovery Plan and Actions and communicate their results.</li> </ul>
Relationship	<ul style="list-style-type: none"> <li>▪ Forum participants are able to raise issues for discussion within the Forum meetings to be taken to the UDSIC and RSAC.</li> <li>▪ The Forum is able to develop issues and recommendations that have not been solicited by the RSAC or UDSIC and present these to the committee.</li> <li>▪ It is acknowledged that the Forum participants will not always agree on issues.</li> <li>▪ Forum participants will be able to present, in person, their differing views to the RSAC and UDSIC, to ensure their position is appropriately articulated.</li> </ul>

Table 8: Draft terms of reference for both the Housing Forum and Business Land Forum

Purpose	<p>To enable direct property industry participation in the implementation of the Land Use Recovery Plan in order to provide vital private sector input, in collaboration with the strategic partners and lead agencies including specific input into:</p> <ul style="list-style-type: none"> <li>▪ land use and urban form, including the Canterbury Regional Policy Statement and resulting district plan amendments</li> <li>▪ infrastructure planning, funding and implementation</li> <li>▪ housing affordability</li> <li>▪ intensification</li> <li>▪ business land needs</li> <li>▪ greenfield development</li> <li>▪ development viability</li> </ul>
Role	<p>The Forum will have ongoing input into implementation of the Recovery Plan, including by providing:</p> <ul style="list-style-type: none"> <li>▪ input to and feedback on partner projects relating to Actions under the Recovery Plan where CERA or UDS groups seek such input</li> <li>▪ input to RSAC and UDSIC on implementation of relevant Actions under the Recovery Plan.</li> </ul>

## 6.3 Funding

### Pūtea

Funding for the implementation of the Land Use Recovery Plan will come from existing and future baselines within central and local government, and the private sector. Decision making on funding programmes will need to ensure they are not inconsistent with the Land Use Recovery Plan.

Indicative costs have been identified in the implementation plan for the Land Use Recovery Plan (section 6.1). The Recovery Plan will not result in significant new spend except as identified below for Housing New Zealand Corporation (HNZC) to reconfigure its housing portfolio to better meet tenants' needs, for possible land amalgamation costs for supporting key transport and freight routes.

The costs associated with the Land Use Recovery Plan initiatives are estimated to be in the order of \$500–\$800 million over the next five years. Further costs for the private sector are not necessarily increased as a result of this plan, but rather are accelerated and therefore reduced in the long term by the provisions of the plan.

#### 6.3.1 Government funding

The total cost of the earthquake recovery is estimated at \$40 billion. The Government's contribution has increased to \$15 billion.

HNZC has already initiated investment above baseline to promote reconfiguration and redevelopment of HNZC assets to deliver multiple housing options to meet demand and improve choice. It includes provision of an additional 700 residential new houses to replace built housing stock lost to earthquakes – HNZC's investment plan for Canterbury is budgeted at \$1 billion (less insurance payouts and recoveries).

Baseline funding should be supplemented with additional funding for the following reasons.

- To support the proposals in this Recovery Plan that the private sector leads early 'catalyst' medium density housing projects, it is recommended that additional baseline funding be provided by central government for land amalgamation costs. This funding would be used by CERA (or a future 'development agency') working with local authorities and developers to undertake development in desired locations that would not otherwise occur. This is likely to involve purchase of land and land swaps. CERA (or the 'development agency') would acquire land, amalgamate the titles and on-sell to developers at cost in order to create land packages of sufficient scale for redevelopment. To facilitate this, \$100 million per year for five years is identified (less recoveries which make the proposal cost neutral within seven years).
- Support is required for key transportation and freight routes. Additional funding is estimated at \$50 million between 2015 and 2020 for addressing long-term corridor and infrastructure investments to future-proof the regional gateways of the port and airport and associated freight hubs.

These additional funding requirements would be supported and justified through a better business case to enable better-informed

decisions on public investments as part of projects, programmes and plans. This approach will enable better value for money and achievement of better outcomes from projects and programmes. For all capital proposals from state sector organisations that are high risk and/or large scale, are considering public-private partnerships, and require Crown investment or disinvestment with significant policy decisions, the Government requests that the organisations apply The Treasury Better Business Case 'five case' model to confirm:

- there is a compelling case for change (the strategic case)
- the preferred investment option optimises value for money (the economic case)
- the proposed deal is commercially available (the commercial case);
- the spending proposal is affordable (the financial case)
- the proposal can be delivered successfully (the management case).

All projects and programmes requiring Crown investment, in whole or part, in contributing to the Canterbury earthquake recovery have since March 2012 applied the Better Business Case approach.

#### 6.3.2 Local government funding

The Land Use Recovery Plan does not commit local authorities to new spending, but seeks to better coordinate the sequencing, provision and funding of infrastructure to fulfil the purposes of recovery. In some cases this might mean bringing forward some planned expenditure so that action can occur sooner, such as the review of the Christchurch City District Plan. With greater coordination and alignment it is likely that Recovery Plan outcomes will be improved and overall costs to the community will be minimised.

The Land Use Recovery Plan requires councils to integrate public investment as part of their annual plans and other local government funding processes. Much of the work identified in the implementation plan will come from future council budgets, and will be signalled in Local Government Act plans, in particular in the Christchurch City Council's Three Year Plan.

Councils and NZTA will provide the Minister for Canterbury Earthquake Recovery amendments as required to the Canterbury Regional Land Transport Programme and the relevant Local Government Act plans to ensure that infrastructure funding programmes are aligned to priority areas.

#### 6.3.3 Private sector investment

We all have an interest in ensuring that private investment contributes to the recovery to the maximum extent possible. Having made the decision to rebuild greater Christchurch, it is essential to the New Zealand economy that the recovery is successful. Private sector investment is vital but requires some public sector seed funding in the form of infrastructure provision, community facilities and anchor projects to generate the private sector confidence needed for investment. A successful recovery can expect the private sector to contribute about 75% of the total capital required to rebuild greater Christchurch.





## 7.0 FASTER IMPLEMENTATION THROUGH CENTRAL GOVERNMENT ACTIONS

### MĀ TE TAUTOKO A TE KĀWANA NGĀ MAHI E WHAI PAKIAKA WAWĒ AI

7.0

Achieving the desired outcomes of the Land Use Recovery Plan depends on implementing the actions and provisions set out in section 4. No further actions are strictly necessary. However, there are supportive Actions that central government can take to speed up the implementation of the Land Use Recovery Plan.

The changes set out in this section cannot be achieved through the Recovery Plan. Instead, they can be achieved by exercising powers under the Canterbury Earthquake Recovery Act 2011 (eg, Order in Council), through changes to other Acts or in response to Government work programmes.

Some of these changes are being signalled through current legislative reviews such as the Government's work programme to improve housing affordability; the Ministry for the Environment's review of the Resource Management Act, "Improving Our Resource Management System"; and the Department of Internal Affairs' "Development Contribution Review – Discussion Paper".

The following actions have been identified as possible ways in which the Government could support the Recovery Plan.

#### **District plan review**

The Christchurch City Council has agreed to immediately commence a full review of their District Plan, commencing in July 2013. The City Council recognise that the existing plan is not a modern planning instrument suited to enabling and facilitating a timely recovery. Given the urgency of the situation, CCC have stated the review will be completed and a plan operative within 3 years.

The Draft LURP identifies a number of distinct, yet significant, amendments that are necessary for earthquake recovery. On their own this would facilitate recovery and assist in addressing the key challenges that have been identified, particularly to address the Ministers Direction.

However, it is the view of the strategic partners that the entire Christchurch City District plan needs to be reviewed and rewritten and that is necessary for earthquake recovery. A holistic review would produce efficiencies and provide certainty to expedite recovery, that the individual Actions of the LURP and discreet amendments to the District Plan may not achieve as quickly or efficiently on their own. The current legislation would not support a review being completed within 3 years, so alternative mechanisms will be needed to support this outcome.

#### **Development Agency**

Given CERA helps to advance the recovery through the use of its powers, it is recommended that the Government establishes another body to see that progress continues after CERA ceases to exist in April 2016. In particular, an Urban Development Agency could work in partnership with local residents, developers, and central

and local government to deliver recovery outcomes across greater Christchurch. The 'development agency' would not supersede the local planning controls, but would provide a catalyst for urban development where councils want development to proceed but do not have the powers to make it happen. Arguably there is a need for the same role in Key Activity Centres and brownfield land.

#### **Body corporate structures**

Legislation and regulation (the Unit Titles Act 2010 and Unit Titles Regulations 2011) relating to bodies corporate pose a significant deterrent to people living in or investing in higher density accommodation. While review of such legislation by Government is underway, problems persist regarding governance, property rights, management agreements, redevelopment, maintenance, insurance and cancellation of unit titles. In particular, undefined terms within the Unit Titles Act 2010 such as "full insurable value" and "full replacement cover", and concepts including "peril" and "available (insurance)" have given rise to uncertainty for unit title owners, insurers and lawyers.

#### **Restrictive covenants**

Section 277A of the Property Law Act 2007 contains provisions declaring certain types of covenants void but developers that have exploited loopholes to place restrictions on development that are inconsistent with planning or affordable housing objectives. Particular barriers include minimum house requirements and prohibiting the relocation of houses to new subdivisions. Consenting authorities are not able to overcome this through Resource Management Act processes. Most Australian and US states have already legislated for planning documents to over-ride restrictive covenants.

#### **Te Ture Whenua Māori Act 1993**

The development of all Māori land is governed in part by the Te Ture Whenua Maori Act. This Act is currently being reviewed by the Government with a view to unlocking the economic potential of Māori land for its beneficiaries, while preserving its cultural significance for future generations. The review provides an opportunity for improvements to be made to the Act that facilitate the sustainable development of Māori Reserves within greater Christchurch in respect of the original purposes and intent of those places and people.

#### **Others**

Other amendments to legislation and other actions the Government could consider are to: reduce barriers to improving housing affordability; improve the timely provision of infrastructure to support new housing; improve productivity in the construction sector; and provide different approaches to developer-related restrictive covenants.



## 8.0 STATUTORY DIRECTIONS

### KO NGĀ WHAKATAKATOHANGA O NGĀ TURE

The implementation plan for the Recovery Plan (section 6.1) in many cases identifies Actions to be undertaken by agencies that involve changes to statutory instruments such as district plans, annual plans, long term plans and the Regional Land Transport Plan. Where these involve a statutory direction to make amendments, they are set out below. In other cases the agencies are to review and provide to the Minister for Canterbury Earthquake Recovery relevant amendments to facilitate recovery.

The Minister has a range of mechanisms under the CER Act to make the amendments to legislative instruments (for example, under the RMA or LGA) where they do not facilitate recovery and where the Minister considers it appropriate.

Before making any changes, the Minister will determine, in accordance with the CER Act, the level of community consultation required. In many instances a timeframe to complete the work is recommended, and within that timeframe consultation may occur subject to the Minister's Direction. Where the statutory direction states that the timeframe is "on approval of this Recovery Plan", these amendments will be made.

#### 8.1 Canterbury Regional Policy Statement

In accordance with section 24(1)(a) and section 24(2) of the Canterbury Earthquake Recovery Act 2011, the Canterbury Regional Council is directed to amend its Regional Policy Statement to include the objectives, policies and methods set out in appendix 2 to this Recovery Plan in a new chapter 6 to the Canterbury Regional Policy Statement as soon as practicable, but not later than four weeks following the gazetting of the Land Use Recovery Plan.

The Minister directs, pursuant to section 27 of the Canterbury Earthquake Recovery Act 2011, the Canterbury Regional Policy Statement be amended, by public notice, to include, in the new chapter 6 of the Canterbury Regional Policy Statement, the issues, principal reasons and explanations, definitions, anticipated environmental results and other matters as set out in appendix 2 to this Recovery Plan. The public notice shall require such amendments to take effect from the time that the Canterbury Regional Council amends the Canterbury Regional Policy Statement to include a new chapter 6 pursuant to section 24(1)(a) of the Canterbury Earthquake Recovery Act 2011.

Actions implemented by statutory directions: 37 and 45.

#### 8.2 District plans

In accordance with section 24(1)(a) and (b) and section 24(2) of the Canterbury Earthquake Recovery Act 2011, the Christchurch City Council, Waimakariri District Council and the Selwyn District Council are directed to amend their district plans to:

- remove the objectives, policies, and methods identified, and
- include the objectives, policies, and methods set out

in appendix 3 (for Christchurch City Council), appendix 4 (for Waimakariri District Council) and appendix 5 (for Selwyn District Council) as soon as practicable, but not later than four weeks following the gazetting of the Land Use Recovery Plan.

The Minister directs, pursuant to section 27 of the Canterbury Earthquake Recovery Act 2011, the respective district plans to also be amended to include the other matters relevant to each district plan as set out in appendices 3, 4 and 5 to this Recovery Plan. The public notice shall require such amendments are to take effect from the time the Christchurch City Council, Waimakariri District Council and the Selwyn District Council amend their district plans pursuant to section 24(1)(a) and (b) of the Canterbury Earthquake Recovery Act 2011.

Actions implemented through statutory directions: 16, 17, 44 and 45.

#### 8.3 CCC District Plan review

In accordance with section 24(1)(c) and section 24(3) of the Canterbury Earthquake Recovery Act 2011, the Christchurch City Council is directed to amend its district plan to change or vary the objectives, policies and methods contained in it to give effect to this Recovery Plan by providing for the matters set out under Actions 1, 2, 6, 20, 24, 30, 37 and 38. To give effect to this direction the Christchurch City Council shall undertake a public process approved by the Minister for Canterbury Earthquake Recovery for each of the Actions to enable the changes to be made within the time specified for each Action. This work is not required to comply with schedule 1 of the RMA or any other public process. It may be accompanied by a request that the Minister make other amendments pursuant to section 27 of the Canterbury Earthquake Recovery Act 2011 to support the changes and variations required by this Recovery Plan.

The public processes for the respective Actions shall involve consideration of the views and preferences of persons likely to be affected by, or to have an interest in, the matter. While it is not required to comply with schedule 1 of the RMA it must, as a minimum, provide an opportunity for public consultation. The process need not involve a hearing.

Actions implemented through statutory direction: 1, 2, 6, 20, 24, 30, 37 and 38.

## 8.4 Waimakariri District Council

In accordance with section 24(1)(c) and section 24(3) of the Canterbury Earthquake Recovery Act 2011, the Waimakariri District Council is directed to amend its district plan to change or vary the objectives, policies and methods contained in it to give effect to this Recovery Plan by providing for the matters set out under Actions 4, 13, 19, 25 and 37. To give effect to this direction the Waimakariri District Council shall undertake a public process approved by the Minister for Canterbury Earthquake Recovery for each of the Actions to enable the changes to be made within the time specified for each Action. This work is not required to comply with schedule 1 of the RMA or any other public process. It may be accompanied by a request that the Minister make other amendments pursuant to section 27 of the Canterbury Earthquake Recovery Act 2011 to support the changes and variations required by this Recovery Plan.

The public processes for the respective actions shall involve consideration of the views and preferences of persons likely to be affected by, or to have an interest in, the matter. While it is not required to comply with schedule 1 of the RMA it must, as a minimum, provide an opportunity for public consultation. The process need not involve a hearing.

Actions implemented through statutory direction: 4, 13, 19, 25 and 37.

## 8.5 Selwyn District Council

In accordance with section 24(1)(c) and section 24(3) of the Canterbury Earthquake Recovery Act 2011, the Selwyn District Council is directed to amend its district plan to change or vary the objectives, policies and methods contained in it to give effect to this Recovery Plan by providing for the matters set out under Actions 4, 13, 18, 26 and 37. To give effect to this direction the Selwyn District Council shall undertake a public process approved by the Minister for Canterbury Earthquake Recovery for each of the Actions to enable the changes to be made within the time specified for each Action. This work is not required to comply with schedule 1 of the RMA or any other public process. It may be accompanied by a request that the Minister make other amendments pursuant to section 27 of the Canterbury Earthquake Recovery Act 2011 to support the changes and variations required by this Recovery Plan.

The public processes for the respective Actions shall involve consideration of the views and preferences of persons likely to be affected by, or to have an interest in, the matter. While it is not required to comply with schedule 1 of the RMA it must, as a minimum, provide an opportunity for public consultation. The process need not involve a hearing.

Actions implemented through statutory direction: 4, 13, 18, 26 and 37.

## 8.6 Other local government instruments

In accordance with section 26(4) of the Canterbury Earthquake Recovery Act 2011, the Canterbury Regional Council, Christchurch City Council, Waimakariri District Council, Selwyn District Council and New Zealand Transport Agency are directed to amend any of the following instruments for which they are the responsible entities: annual plans, long term plans, triennial agreements (except funding impact statements in an annual plan or long term plan), regional land transport strategies and programmes, recommendations, and other instruments to which section 26 of the Canterbury Earthquake Recovery Act 2011 applies, to give effect to this Recovery Plan and in particular Actions 6, 20 and 29. Such changes may be made by the responsible entities after consideration of the views and preferences of persons likely to be affected by, or to have an interest in, the matter but the responsible entities shall not be required to undertake any further public process.

Actions implemented through statutory direction: 6, 20 and 29.

## Statutory directions table

The following table set outs those implementation actions that are statutory directions of the Land Use Recovery Plan. Statutory directions are changes to statutory documents (for example, those developed under the RMA or Local Government Act) that the Minister for Canterbury Earthquake Recovery will make directly through the Recovery Plan (as set out in the attached appendices) or indirectly following actions that require further material to be presented to the Minister. Before making any changes the Minister will determine, in accordance with the CER Act, the level of community consultation required.

## Rebuilding communities

\$ = \$100,000    \$\$ ≤ \$1 million    \$\$\$ ≥ \$1 million

Number	Action	Agencies (Lead agency in bold)	Implementation tool	Cost	Completion date
<b>CCC District Plan Review</b>					
1 SD	<p>Christchurch City Council to amend its district plan to facilitate and enable a timely and coordinated recovery, and to provide for:</p> <p><b>Housing choice</b></p> <ul style="list-style-type: none"> <li>i. a range of housing types and locations recognising the changing population and loss of housing options as a result of the earthquakes</li> <li>ii. the relationship of Ngāi Tahu whānui with Māori Reserves by enabling that land to be used for its intended purpose*</li> <li>iii. housing options on historic Māori Reservations, particularly Māori Reserve 875 (Rāpaki)*</li> </ul> <p><i>* subject to final decisions to address life risk from rock roll and rockfall</i></p> <p><b>Intensification</b></p> <ul style="list-style-type: none"> <li>iv. a choice of housing through a range of residential density and development provisions to facilitate intensified development</li> <li>v. comprehensive developments through residential and mixed-use provisions</li> <li>vi. temporary or permanent additional accommodation including by providing options to reconfigure existing houses internally</li> </ul> <p><b>Revitalise centres</b></p> <ul style="list-style-type: none"> <li>vii. intensified residential development</li> <li>viii. a range of public and privately established community facilities and services to be provided for at Key Activity Centres and neighbourhood centres</li> </ul> <p><b>Supporting rebuilding activities</b></p> <ul style="list-style-type: none"> <li>ix. improved accessibility to buildings, structures and public places and spaces through opportunities during rebuilding</li> <li>x. reduced consenting and notification requirements.</li> </ul>	<p><b>CCC</b></p> <p>CERA</p> <p>ECan</p> <p>TRoNT</p>	District plan	\$\$	30 June 2014 for new district plan provisions previously identified as directly related to recovery
<b>Incentivising a range of housing types</b>					
2 SD	Christchurch City Council to amend its district plan to introduce objectives, policies and methods to support a 'floating zone' to enable comprehensive redevelopment that provides for a range of housing types and sizes.	<b>CCC</b>	District plan		On approval of this Recovery Plan
4 SD	Selwyn and Waimakariri District Councils to identify appropriate sites within the existing urban area for intensified residential and mixed-use development and amend their district plans to enable comprehensive development of these sites.	<b>WDC</b> <b>SDC</b> CERA	District Plans	\$	Within six months of approval of this Recovery Plan

Affordable housing					
6 SD	<p>Christchurch City Council to enable a range of housing types, particularly exemplar* medium density development for proposals within existing urban areas:</p> <ul style="list-style-type: none"> <li>i. on land owned by HNZC, or designated by the Minister of Housing, to be redeveloped by the public and private sector</li> <li>ii. on land owned by the Christchurch City Council</li> <li>iii. on land owned by Te Rūnanga o Ngāi Tahu (investigation of proposals)</li> <li>iv. to support the private sector and third sector to bring forward proposals.</li> </ul> <p>Christchurch City Council and central government will work collaboratively with developers to agree the redevelopment of a minimum of two sites. Consideration will need to be given to leasehold, rent-to-buy or shared equity/shared ownership options for households to gain access to affordable housing.</p> <p>* An 'exemplar' development would be a model for future housing developments that provide an innovative design solution for affordable, medium density housing, suited to the location and that is well insulated, energy efficient and attractive.</p>	<p><b>CCC</b></p> <p>HNZC</p> <p>Ngāi Tahu</p> <p>CERA</p> <p>MBIE</p> <p>Private and third sectors</p>	<p>Partnerships</p> <p>District plan</p> <p>Annual plans, TYP, LTP</p>	<p>\$\$</p>	<p>On approval of this Recovery Plan</p>

Māori Reserves					
13 SD	<p>Selwyn and Waimakariri District Councils, in collaboration with Te Rūnanga o Ngāi Tahu, to amend, where necessary, their district plans to recognise and provide for the relationship of Ngāi Tahu whānui with Māori Reserves in the area covered by this Recovery Plan, to enable that land to be used for housing, where this is appropriate and in accordance with its intended purpose.</p>	<p><b>SDC</b></p> <p><b>WDC</b></p> <p><b>Ngāi Tahu</b></p> <p>CERA</p>	<p>District plans</p>	<p>\$</p>	<p>Within 12 months of approval of this Recovery Plan</p>
15 SD	<p>Waimakariri District Council to amend its district plan to provide for housing options on Māori Reserve 873 (Tuahiwi) as set out in appendix 4.</p>	<p><b>WDC</b></p> <p><b>Ngāi Tahu</b></p>	<p>District plan</p>	<p>\$</p>	<p>On approval of this Recovery Plan</p>
16 SD	<p>Waimakariri District Council to amend its district plan to provide methods to achieve the housing options on Māori Reserve 873 (Tuahiwi) to give effect to objectives and policies as set out in appendix 4.</p>	<p><b>WDC</b></p> <p><b>Ngāi Tahu</b></p> <p>CERA</p>	<p>District plan</p>	<p>\$\$</p>	<p>Within 12 months of approval of this Recovery Plan</p>

## Building new communities

\$ = \$100,000    \$\$ ≤ \$1 million    \$\$\$ ≥ \$1 million

Number	Action	Agencies (Lead agency in bold)	Implementation tool	Cost	Completion date
<b>Zoning greenfield priority areas</b>					
17 SD	<p>Councils to amend their district plans to provide for development within greenfield priority areas, as set out in appendices 3–5.</p>	<p><b>TAs</b></p>	<p>District plans</p>	<p>\$</p>	<p>SDC and WDC on approval of this Recovery Plan. CCC 30 June 2014</p>

18 SD	Selwyn District Council to amend its district plan, where it considers necessary, to enable the building of new communities, including providing for proposed greenfield land ODP and zoning provisions for the following greenfield priority areas shown on map A, appendix 2 and in appendix 6:  i. ODP Area 4 - Rolleston ii. ODP Area 9 – Helpet Park iii. ODP Area 10 – East Maddisons / Goulds Road iv. ODP Area 11 – Branthwaite Drive v. ODP Area 12 – Dunns Crossing Road (existing Living zone) vi. ODP Area 13 – Springston Rolleston / Dynes Road (existing Living zone).	<b>SDC</b> CERA	District plan	\$\$	Within six months of the approval of this Recovery Plan
19 SD	Waimakariri District Council to support private plan change requests by amending its district plan to provide for proposed greenfield land ODP and zoning provisions, where it considers necessary, that enable the building of new communities within the greenfield priority areas shown on map A, appendix 2, in a manner that is aligned to the provision of core public and private infrastructure and services as set out in the relevant LGA instruments and the Canterbury Regional Land Transport Programme.	<b>WDC</b> CERA	District plan	\$\$	Ongoing
<b>CCC District Plan review to enable building of new communities</b>					
20 SD	Christchurch City Council to amend its district plan to enable the building of new communities including providing for proposed greenfield land ODP and zoning provisions for the greenfield priority areas shown on map A, appendix 2 in a manner that is aligned to the provision of core public and private infrastructure and services as set out in the relevant Local Government Act plans and the Canterbury Regional Land Transport Programme.	<b>CCC</b> CERA	District plan Plans under the LGA and Canterbury Regional Land Transport Programme	\$\$	30 June 2014

## Providing for business

\$ = \$100,000    \$\$ ≤ \$1 million    \$\$\$ ≥ \$1 million

Number	Action	Agencies (Lead agency in bold)	Implementation tool	Cost	Completion date
<b>CCC District Plan review to provide for business</b>					
24 SD	Christchurch City Council to amend its district plan to enable the recovery and rebuilding of businesses, and to provide for:  <b>Rebuilding of existing business areas</b>  i. comprehensive developments in existing urban business areas, including brownfield sites  <b>Revitalise centres</b>  ii. the definition of the extent of each Key Activity Centre via appropriate zoning iii. planning provisions for Key Activity Centres and neighbourhood centres that have undergone a suburban centres masterplan process iv. mixed-use development within Key Activity Centres  <b>Greenfield priority areas for business</b>  v. Outline Development Plans to establish the broad land-use pattern within the Hornby (B10, B11 and B12) and Belfast (B5) greenfield priority areas for business, including consideration of wider connectivity to surrounding areas and networks vi. an integrated approach to the review of business zone provisions for the Airport zone, and adjacent greenfield priority areas for business B6, B7, B8 and B9 vii. greenfield priority area for business land-zoning provisions in a manner that is aligned with the provision of core public and private infrastructure.	<b>CCC</b> CERA	District plan	\$\$	30 June 2014

## WDC District Plan review to provide for business

25 SD	<p>Waimakariri District Council to amend its district plan, and support private plan change requests for ODPs and rezoning of proposed greenfield priority areas for business where it is aligned to infrastructure and services (as set out in the relevant LGA instruments and the Canterbury Regional Land Transport Programme), to enable the recovery and rebuilding of businesses, and to provide for:</p> <p><b>Rebuilding of existing business areas</b></p> <ul style="list-style-type: none"> <li>i. comprehensive developments in existing urban business areas, including brownfield sites</li> <li>ii. management of the effects of rebuilding activities</li> </ul> <p><b>Rebuilding of centres</b></p> <ul style="list-style-type: none"> <li>iii. the definition of the extent of each Key Activity Centre</li> <li>iv. implementation of a number of comprehensive precinct-based redevelopment plans for the Rangiora and Kaiapoi town centres</li> </ul> <p><b>Greenfield priority areas for business</b></p> <ul style="list-style-type: none"> <li>v. greenfield priority areas for business land at Southbrook (B1 and B2)</li> <li>vi. greenfield priority area for business land-zoning provisions at South Woodend (B3).</li> </ul>	<p><b>WDC</b> CERA</p>	District plan	\$\$	Ongoing, except Southbrook business land within three months of approval of this Recovery Plan
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## SDC District Plan review to provide for business

26 SD	<p>Selwyn District Council to amend its district plan, and support private plan change requests for ODPs and rezoning of proposed greenfield priority areas for business where it is aligned to infrastructure and services (as set out in the relevant LGA instruments and the Canterbury Regional Land Transport Programme), to enable the recovery and rebuilding of businesses, and to provide for:</p> <p><b>Rebuilding of existing business areas</b></p> <ul style="list-style-type: none"> <li>i. comprehensive developments in existing urban business areas, including brownfield sites</li> </ul> <p><b>Rebuilding of centres</b></p> <ul style="list-style-type: none"> <li>ii. the definition of the extent of each Key Activity Centre</li> <li>iii. implementation of the Rolleston Town Centre Masterplan</li> </ul> <p><b>Greenfield priority areas for business</b></p> <ul style="list-style-type: none"> <li>iv. greenfield priority areas for business at Lincoln (B16) and Rolleston (B14 and B15)</li> </ul>	<p><b>SDC</b> CERA</p>	District plan	\$	Ongoing
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## Delivering infrastructure and services

\$ = \$100,000    \$\$ ≤ \$1 million    \$\$\$ ≥ \$1 million

Number	Action	Agencies (Lead agency in bold)	Implementation tool	Cost	Completion date
<b>Integrating land use and infrastructure</b>					
29 SD	Councils and NZTA to provide amendments to the relevant Canterbury Regional Land Transport Programme and LGA instruments to ensure that infrastructure funding programmes are aligned to priority areas to the Minister for Canterbury Earthquake Recovery for consideration.	<p><b>ECan</b></p> <p><b>TAs</b></p> <p><b>NZTA</b></p> <p>CERA</p>	<p>RLTP</p> <p>Annual plans</p> <p>TYPs</p> <p>LTPs</p>	\$\$\$	Within six months of approval of this Recovery Plan

30 SD	Christchurch City Council to amend its district plan to provide for and support the following: i. the implementation of the Greater Christchurch Transport Statement, Christchurch Transport Strategic Plan and the Christchurch Central Recovery Plan ii. land use and transport network integration	<b>CCC</b> NZTA CERA	District plan	\$\$	30 June 2014
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### Support strategic transport networks and freight

37 SD	The councils amend the Regional Policy Statement and district plans as set out in appendices 2 to 5 to ensure that noise-sensitive activities are avoided within the 50dBA Ldn air noise contour surrounding Christchurch Airport (unless the activity is within an existing residentially zoned urban area, a priority area identified for Kaiapoi to reflect the special circumstances that exist following the earthquakes, or another identified greenfield residential area) so as not to compromise the efficient operation of Christchurch Airport, taking into account the health, wellbeing and amenity of people.	<b>ECan</b> <b>TAs</b>	Regional and district plans	\$	On approval of this Recovery Plan
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## Addressing natural hazards and environmental constraints

Number	Action	Agencies (Lead agency in bold)	Implementation tool	Cost	Completion date
<b>Avoiding hazards</b>					
38 SD	Christchurch City Council to amend its district plan to protect people from 'High Hazard Areas' and risks from natural hazards, including, but not limited to, the following matters: i. the adverse effects of natural hazards on residential and other uses on the Port Hills ii. other natural hazards such as flooding, liquefaction and sea level rise.	<b>CCC</b> CERA	District plan	\$\$	30 June 2014

## Implementing delivery mechanisms for recovery

\$ = \$100,000    \$\$ ≤ \$1 million    \$\$\$ ≥ \$1 million

Number	Action	Agencies (Lead agency in bold)	Implementation tool	Cost	Completion date
<b>Strategic planning framework</b>					
44 SD	Councils to amend the Canterbury Regional Policy Statement and district plans to identify areas where rebuilding and development are supported and where they may not occur before 2028, by including objectives, policies, methods, rules and maps, as relevant, showing the urban areas and priority areas as set out in appendices 3 to 5.	<b>ECan</b> <b>TAs</b>	Regional Policy Statement District plans	\$	On approval of this Recovery Plan CCC by 30 June 2014
45 SD	Environment Canterbury to insert in to a new chapter 6 of the Canterbury Regional Policy Statement the objectives, policies and methods (as set out in appendix 2) to enable recovery and rebuilding of greater Christchurch, including identification of priority areas. The Minister for Canterbury Earthquake Recovery is requested to amend the Canterbury Regional Policy Statement to include the remainder of the provisions in chapter 6 as set out in appendix 2.	<b>ECan</b>	Regional Policy Statement	\$	On approval of this Recovery Plan



## 9.0 MONITORING AND REPORTING

### KO TE TĀTARIHANGA ME TE WHAKARĀRANGITANGA O NGĀ MAHI

Implementation of the Land Use Recovery Plan will include robust monitoring and review mechanism to identify any necessary change to any of the Recovery Plan Actions so that they can contribute to the recovery more effectively.

The monitoring arrangements under the Land Use Recovery Plan will also be coordinated and integrated with the wider CERA Recovery Strategy Monitoring and Reporting Plan. In this way, it will be possible to assess how each response in the Land Use Recovery Plan contributes to the achievement of the overarching goals of the Recovery Strategy. This will include, but not be limited to, monitoring undertaken for other purposes and under other plans and programmes to ensure a coordinated and efficient monitoring regime is managed by CERA and the strategic partners. All monitoring will be coordinated with monitoring required by chapter 6 of the Canterbury Regional Policy Statement and other monitoring that may occur under existing council processes and the UDS. This coordinated approach will ensure there is no duplication of effort with regard to monitoring and review.

#### 9.1 Plan review

##### Ko te arotakenga o te Mahere nei

Environment Canterbury will formally review the Land Use Recovery Plan in collaboration with strategic partners by April 2015, or sooner if directed to do so by the Minister for Canterbury Earthquake Recovery. This review will identify whether it is necessary to amend or add to the responses outlined in this document (including any subsequent amendments made to it) to enable recovery. If amendments are considered necessary, then Environment Canterbury will ask the Minister to consider these proposed changes and consult on them as necessary.

This review will be informed by the results of the 2013 Census. In turn, its findings may help to inform aspects of the Transition Plan identified within the Recovery Strategy.

The review will be based on the Land Use Recovery Plan monitoring and reporting programme outlined below, together with any relevant findings from wider recovery programme monitoring.

#### 9.2 Monitoring and reporting programme

##### He hōtaka mō te tātarihanga me te whakarārangitanga o ngā mahi

Quarterly monitoring updates will be produced on the implementation of Actions detailed in section 4 of this Land Use

Recovery Plan. These updates will be reported through the Recovery Strategy governance framework (see section 6.2).

The key challenges for the Land Use Recovery Plan, identified in section 3, also translate into the outcomes sought through the implementation of Actions. An annual Land Use Recovery Plan Monitoring Report will summarise progress on implementing such Actions and assess the extent to which they have achieved these Recovery Plan outcomes. Annual monitoring reports will be publicly available on the Environment Canterbury website and the CERA Recovery Strategy web pages.

Monitoring of the Land Use Recovery Plan will be complemented by the monitoring provisions of Chapter 6 of the Canterbury Regional Policy Statement (see appendix 2 of this Recovery Plan) and by research, monitoring and modelling initiatives for household growth, business needs and trends affecting urban development. Examples include:

#### Housing land availability and uptake

- Annual Intensification Monitoring Report – providing collated information from councils on potential capacity and uptake of land for housing intensification
- Annual Residential Greenfield Monitoring report – providing collated information from councils on residential zoning changes, subdivision activity and building consent data
- Annual Vacant Residential Land Register – identifying undeveloped zoned residential land

#### Business land availability and uptake

- Annual Business Monitoring report – based on Statistics New Zealand Business Demographics data and other intra-regional data (including business surveys and EFTPOS transaction data)
- Annual Vacant Industrial Land Register – identifying undeveloped and underused industrial land within industrial-zoned land

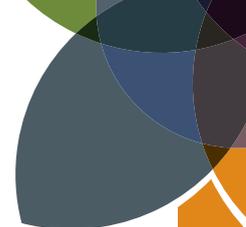
#### Demographic change

- Annual Demographics Monitoring report – based on Statistics New Zealand annual population estimates and projections and other intra-regional data available (such as school roll data, primary health care enrolments, and New Zealand Post redirections).

# GLOSSARY

## HE RĀRANGI KUPU

<b>Airport noise contour</b>	Area affected by noise from current and planned airport operations, primarily takeoffs and landings, within which urban residential development is prohibited (based on 2007 modelling of a 50dBA Ldn contour)
<b>Brownfield</b>	Abandoned or underutilised business or industrial land, or land no longer required by a requiring authority for a designated purpose
<b>Business land or business activities</b>	Land or activities that include retail, office, industrial and other commercial and any ancillary activity
<b>Canterbury Earthquakes Royal Commission of inquiry</b>	The Royal Commission inquired into the performance of buildings within the Christchurch CBD, and the adequacy of the current legal and best practice requirements for the design, construction and maintenance of buildings in CBDs in New Zealand to address known risks of earthquakes
<b>Canterbury Geotechnical Database</b>	Collection, held by CERA, of reports including mapping of ground cracking, liquefaction and lateral spreading observations, LIDAR ground elevation and vertical ground movements
<b>Canterbury Residential Rebuild</b>	MBIE and CERA have launched the Canterbury Residential Rebuild website which provides links to the organisations responsible for, and involved in, helping to rebuild houses; it summarises relevant terms and information, particularly about TC3 land
<b>CBD</b>	Central business district
<b>CCC</b>	Christchurch City Council
<b>CCDU</b>	Christchurch Central Development Unit ( <a href="http://www.ccdi.govt.nz">www.ccdi.govt.nz</a> ), a unit within CERA whose role is to manage the implementation of the CCRP
<b>CCRP</b>	Christchurch Central Recovery Plan, statutory document under the CER Act which provides the framework and priorities for the rebuild and recovery of central Christchurch (see definition below), including anchor projects
<b>CDC</b>	Canterbury Development Corporation, an economic and business development organisation set up by the CCC
<b>CDHB</b>	Canterbury District Health Board
<b>CEDS</b>	Christchurch Economic Development Strategy
<b>Central Christchurch</b>	Area within the four avenues – Bealey, Fitzgerald, Moorhouse and Deans – and Harper Avenue (including Hagley Park)
<b>CERA</b>	Canterbury Earthquake Recovery Authority, the government agency leading and coordinating the earthquake recovery effort
<b>CER Act</b>	Canterbury Earthquake Recovery Act 2011
<b>CERF</b>	Canterbury Earthquake Recovery Fund
<b>CIAL</b>	Christchurch International Airport Limited
<b>City 'core'</b>	Compact CBD defined by the CCRP as an area within the boundaries of the Avon River, Manchester Street and Tuam Street
<b>Community infrastructure</b>	Buildings and infrastructure provided for the use and benefit of the community such as swimming pools, sports facilities (including sports fields) and community halls
<b>CRPS</b>	Canterbury Regional Policy Statement; the document prepared under the RMA 1991 that sets the regional planning and development framework (prepared by Environment Canterbury)
<b>CSHWP</b>	Canterbury Sustainable Homes Working Party (convened by MBIE and Beacon Pathway)
<b>Development contributions</b>	Fees that developers pay to territorial authorities for the provision of infrastructure and upgrades required as a consequence of development, which may include water supply, sewerage connections, roads and community infrastructure
<b>District plans</b>	Plans prepared under the RMA 1991 to provide a framework for the management of land use and subdivision within a territorial authority area. For example, they define areas (zones) for residential or industrial activities, each with their own set of rules
<b>Economic Recovery Programme</b>	Programme prepared under the Recovery Strategy for Greater Christchurch by CERA in conjunction with key stakeholders
<b>EQC</b>	Earthquake Commission
<b>ERP</b>	Economic Recovery Programme, prepared under the Recovery Strategy for Greater Christchurch by CERA in conjunction with key stakeholders
<b>GCTS</b>	Greater Christchurch Transport Statement; high-level document setting the direction and priorities for transport across greater Christchurch
<b>Greater Christchurch</b>	Defined under the CER Act as the districts of Christchurch City, Selwyn District and Waimakariri District Councils, and the coastal marine area adjacent to these districts; the greater Christchurch metropolitan area is a smaller area comprising the City and towns and rural areas between Rangiora and Rolleston and Lincoln
<b>Greenfield</b>	Land at the urban edge, currently used for rural activities, that has been identified for future urban residential or business development
<b>Green Travel Plans</b>	Plans that focus on making greater use of sustainable travel options, such as walking, cycling and public transport, to reduce private car usage
<b>Horizontal infrastructure</b>	Infrastructure that runs horizontally including roads; stormwater, drinking water and sewage pipes; telecommunications and electricity
<b>Housing recovery programme</b>	The residential rebuild and housing recovery programme is coordinating a systems approach to the housing issues arising from the recovery; including the range of central and local government housing activities; the pace of the residential rebuild; and action needed by for example, CERA, EQC, private insurers, MBIE, local government and the private sector to assist the functioning of the housing market and enable an effective rebuild
<b>HNZC</b>	Housing New Zealand Corporation
<b>Hubs and spokes model</b>	The Metro public transport network, which is developing hubs (transfer points) in key centres, where passengers transfer to and from high frequency services to travel to other hubs (including the central city) or local services to get to neighbouring areas
<b>Key Activity Centres (KACs)</b>	Major suburban and town centres identified to consolidate and integrate the growth of business, retail, recreation and community activities; as a focal point for the transport network, and suitable for more intensive mixed-use development; KACs in Christchurch are: Riccarton, Papanui, Shirley, Linwood, Spreydon, Hornby, Belfast, Halswell and New Brighton; KACs in Selwyn are: Rolleston and Lincoln; KACs in Waimakariri are Rangiora, Kaiapoi and Woodend/Pegasus
<b>LGA</b>	Local Government Act 2002
<b>Low density housing</b>	Primarily, stand-alone single storey housing with larger suburban lots sizes
<b>LPC</b>	Lyttelton Port of Christchurch
<b>LTMA</b>	Land Transport Management Act 2003
<b>LTP</b>	Long Term Plan, prepared by the regional and district councils under the LGA
<b>MBIE</b>	Ministry of Business, Innovation and Employment



<b>Medium density housing</b>	Primarily town house, terrace and apartment-style housing of 2–4 storeys that increases the residential density of areas compared with low-density suburban housing
<b>Minister for Canterbury Earthquake Recovery</b>	Hon. Gerry Brownlee
<b>Minister’s Direction</b>	Direction issued to the Canterbury Regional Council (Environment Canterbury) instructing the preparation of the Land Use Recovery Plan in collaboration with the strategic recovery partners; as notified in the DIA Gazette Notice 7370 (dated 15 November 2012)
<b>Mixed-use development</b>	Development that includes a range of activities including retail, commercial and residential and that fosters a more integrated community
<b>NLTP</b>	The National Land Transport Programme for 2012–15; contains the land transport activities, such as public transport and road construction and maintenance, that NZTA anticipates funding over the next three years
<b>NERP</b>	Natural Environment Recovery Programme
<b>Ngā Papatipu Rūnanga</b>	The representative bodies of the six Ngāi Tahu Papatipu Rūnanga in greater Christchurch – Te Ngāi Tūāhuriri Rūnanga, Te Hapū o Ngāti Wheke (Rāpaki), Te Rūnanga o Koukourāata, Wairewa Rūnanga, Te Taumutu Rūnanga, Ōnuku Rūnanga
<b>Ngāi Tahu</b>	The iwi of Ngāi Tahu consisting of the collective of the individuals who descend from the primary hapū of Waitaha, Ngāti Māmoē and Ngāi Tahu, Kāti Kuri, Kāti Irakehu, Kāti Huirapa, Ngāi Tūāhuriri and Kāi Te Ruahikihiki
<b>NWRA</b>	North-West Review Area, an area adjacent to the airport/Johns Road currently being investigated by CCC for possible business zoning
<b>NZTA</b>	New Zealand Transport Agency; Crown agency with responsibility for land transport activities, including local road and state highway improvement, maintenance and renewal, and passenger transport
<b>Outline Development Plan (ODP)</b>	Plan that provides the framework for future development, including the main roads, the stormwater and detention areas, recreation and other reserves and the various densities of housing; they may include the possible locations for neighbourhood shops, pedestrian links and cycleways
<b>Order in Council</b>	Amendments to legislation made by the Governor General, in this instance an Order post-quake to allow business activity in residential areas until 2016 without requiring the normal consenting and Plan Change process; the Order was approved to enable businesses, forced to relocate from damaged buildings, to continue operating
<b>PC1</b>	Proposed Change 1 to the CRPS sets out a framework for managing future urban growth; it was prepared pre-quake and is currently subject to appeals in the Environment Court
<b>Public–private partnerships</b>	Partnership where public and private sectors jointly fund and/or develop projects
<b>RSAC</b>	Recovery Strategy Advisory Committee
<b>Recovery Strategy</b>	Recovery Strategy for Greater Christchurch: Mahere Haumanutanga o Waitaha; prepared under the CER Act by CERA, which sets out the principles, priorities, a vision and goals for the recovery
<b>Residential red zone</b>	Residential property that has been so badly damaged it is unlikely it can be rebuilt on for a prolonged period
<b>Reverse sensitivity</b>	Describes a situation where a new or increased activity detrimentally impacts on existing neighbouring activities and land uses
<b>RLTP</b>	The Regional Land Transport Programme provides a three-year (2012/13 to 2014/15) breakdown of the transport activities planned in the region by the various organisations with responsibility for transport and provides an indicative 10-year financial expenditure forecast of anticipated expenditure and funding sources within the region
<b>RLTS</b>	The Canterbury Regional Land Transport Strategy sets the strategic direction for land transport within the Canterbury region over a 30-year period; it identifies the region’s transport needs and the roles of all land transport modes, and how planning, engineering, education, encouragement and enforcement methods are to be utilised to provide for the future land transport system of Canterbury
<b>RMA</b>	Resource Management Act 1991
<b>RoNS</b>	The Roads of National Significance is a government state highways programme, which in Christchurch includes construction of or upgrades to the Southern Motorway SH73a, Western Corridor SH1 and Northern Arterial SH74
<b>SCIRT</b>	Stronger Christchurch Infrastructure Rebuild Team comprises CERA, NZ Transport Agency, Christchurch City Council, Fulton Hogan, Downer Construction, Fletcher Construction, MacDow New Zealand and City Care
<b>SDC</b>	Selwyn District Council
<b>Social housing</b>	Housing provided by a range of agencies including Housing New Zealand Corporation, councils, charitable trusts and other not-for-profit organisations, to tenants least able to find accommodation in the private rental market or through home ownership
<b>Strategic infrastructure</b>	Facilities, services and installations that are of importance beyond a local area and that sustain the community; includes horizontal infrastructure, transport networks, seaport, airport, railway, defence facilities, telecommunication facilities and Electricity Transmission Network
<b>Strategic partners</b>	CERA, Te Rūnanga o Ngāi Tahu, NZ Transport Agency, Environment Canterbury, Christchurch City Council, Selwyn District Council, and Waimakariri District Council
<b>Suburban centre masterplans</b>	CCC regeneration plans developed through community engagement to redevelop the suburban centres worst affected by the earthquakes
<b>TAG</b>	Technical Advisory Group
<b>Third sector</b>	A range of voluntary, not-for-profit and other non-governmental organisations supporting service delivery in the community
<b>TA</b>	Territorial authority – in greater Christchurch, the TAs are Christchurch City, Selwyn District and Waimakariri District Councils
<b>TRoNT</b>	The body corporate known as Te Rūnanga o Ngāi Tahu established by section 6 of the Te Runanga o Ngai Tahu Act 1996
<b>TYP</b>	Three Year Plan
<b>UDS</b>	Greater Christchurch Urban Development Strategy, adopted in 2007 by the same organisations as the recovery strategic partners (excluding CERA)
<b>UDSIC</b>	Greater Christchurch Urban Development Strategy Implementation Committee
<b>Unconfined aquifer</b>	Technically, an aquifer with no upper confining layer so the system is not under pressure, and its water table levels fluctuate both seasonally and from year to year; of concern because the lack of an upper confining layer means the underground drinking water supply is at risk from contamination from unsuitable land-use activities above the aquifer
<b>WDC</b>	Waimakariri District Council
<b>Whānui</b>	Dispersed or far-flung extended family; diaspora



## 10.0 APPENDICES

### HE ĀPITIHAKA

10.0

Appendix 1 : Minister’s Direction to the Canterbury Regional Council

Appendix 2: Amendments to the Canterbury Regional Policy Statement

Appendix 3: Amendments to the Christchurch City District Plan

Appendix 4: Amendments to the Waimakariri District Plan

Appendix 5: Amendments to the Selwyn District Plan

Appendix 6: Selwyn District Council ODP areas for Rolleston









Christchurch Airport



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