

APPENDIX 2: KEY STRATEGIC DOCUMENTS AND DIRECTIONS

Appendix 2- Table 1: Residential Chapter Higher Order Documents

Canterbury Regional Policy Statement	
<p>Chapter 5 Objective 5.2.1- Location, design and function of development (Entire Region)</p>	<p><i>Development is located and designed so that it functions in a way that:</i></p> <ul style="list-style-type: none"> <i>(1) achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region’s growth; and</i> <i>(2) enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:</i> <ul style="list-style-type: none"> <i>(a) maintains, and where appropriate, enhances the overall quality of the natural environment of the Canterbury region, including its coastal environment, outstanding natural features and landscapes, and natural values;</i> <i>(b) provides sufficient housing choice to meet the region’s housing needs;</i> <i>(c) encourages sustainable economic development by enabling business activities in appropriate locations;</i> <i>(d) minimises energy use and/or improves energy efficiency;</i> <i>(e) enables rural activities that support the rural environment including primary production;</i> <i>(f) is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;</i> <i>(g) avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure;</i> <i>(h) facilitates the establishment of papakāinga and marae; and</i> <i>(i) avoids conflicts between incompatible activities.</i>
<p>Objective 5.2.2 – Integration of land-use and regionally significant infrastructure (Wider Region)</p>	<p><i>In relation to the integration of land use and regionally significant infrastructure:</i></p> <ul style="list-style-type: none"> <i>(1) To recognise the benefits of enabling people and communities to provide for their social, economic and cultural well-being and health and safety and to provide for infrastructure that is regionally significant to the extent that it promotes sustainable management in accordance with the RMA.</i> <i>(2) To achieve patterns and sequencing of land-use with regionally significant infrastructure in the wider region so that:</i> <ul style="list-style-type: none"> <i>(a) development does not result in adverse effects on the operation, use and development of regionally significant infrastructure.</i> <i>(b) adverse effects resulting from the development or operation of regionally significant infrastructure are avoided, remedied or mitigated as fully as practicable.</i> <i>(c) there is increased sustainability, efficiency and liveability.</i>

<p>Policy 5.3.1 – Regional growth (Wider Region)</p>	<p>To provide, as the primary focus for meeting the wider region’s growth needs, sustainable development patterns that:</p> <ul style="list-style-type: none"> (1) ensure that any <ul style="list-style-type: none"> (a) urban growth; and (b) limited rural residential development occur in a form that concentrates, or is attached to, existing urban areas and promotes a coordinated pattern of development; (2) encourage within urban areas, housing choice recreation and community facilities, and business opportunities of a character and form that supports urban consolidation; (3) promote energy efficiency in urban forms, transport patterns, site location and subdivision layout; (4) maintain and enhance the sense of identity and character of the region’s urban areas; and (5) encourage high quality urban design, including the maintenance and enhancement of amenity values.
<p>Policy 5.3.3 – Management of development (Wider Region)</p>	<p>To ensure that substantial developments are designed and built to be of a high-quality, and are robust and resilient:</p> <ul style="list-style-type: none"> (1) through promoting, where appropriate, a diversity of residential, employment and recreational choices, for individuals and communities associated with the substantial development; and (2) where amenity values, the quality of the environment, and the character of an area are maintained, or appropriately enhanced.
<p>Policy 5.3.5 – Servicing development for potable water, and sewage and stormwater disposal (Wider Region)</p>	<p>Within the wider region, ensure development is appropriately and efficiently served for the collection, treatment, disposal or re-use of sewage and stormwater, and the provision of potable water, by:</p> <ul style="list-style-type: none"> (1) avoiding development which will not be served in a timely manner to avoid or mitigate adverse effects on the environment and human health; and (2) requiring these services to be designed, built, managed or upgraded to maximise their ongoing effectiveness.
<p>Policy 5.3.8 – Land Use and Transport Integration (Wider Region)</p>	<p>Integrate land use and transport planning in a way:</p> <ul style="list-style-type: none"> (1) That promotes: <ul style="list-style-type: none"> (a) the use of transport modes which have low adverse effects; (b) the safe, efficient and effective use of transport infrastructure, and reduces where appropriate the demand for transport; (2) That avoids or mitigates conflicts with incompatible activities; and (3) Where the adverse effects from the development, operation and expansion of the transport system: <ul style="list-style-type: none"> (a) on significant natural and physical resources and cultural values are avoided, or where this is not practicable, remedied or mitigated; and (b) are otherwise appropriately controlled.

<p>Objective 6.2.1 - Recovery framework</p>	<p><i>Recovery, rebuilding and development is enabled within Greater Christchurch through a land use and infrastructure framework that:</i></p> <ul style="list-style-type: none"> <i>(1) identifies priority areas for urban development within Greater Christchurch;</i> <i>(2) identifies Key Activity Centres which provide a focus for high quality, and where appropriate, mixed use, development that incorporates the principles of good urban design;</i> <i>(3) avoids urban development outside of existing urban areas or priority areas for development, unless expressly provided for in the CRPS;</i> <i>(4) protects outstanding natural features and landscapes including those within the Port Hills and Banks Peninsula from inappropriate subdivision, use and development;</i> <i>(5) protects and enhances indigenous biodiversity and public space;</i> <i>(6) maintains or improves the quantity and quality of water in groundwater aquifers and surface water bodies, and quality of ambient air;</i> <i>(7) maintains the character and amenity of rural areas and settlements;</i> <i>(8) protects people from unacceptable risk from natural hazards and the effects of sea-level rise;</i> <i>(9) integrates strategic and other infrastructure and services with land use development;</i> <i>(10) achieves development that does not adversely affect the efficient operation, use, development, appropriate upgrade, and future planning of strategic infrastructure and freight hubs;</i> <i>(11) optimises use of existing infrastructure; and</i> <i>(12) provides for development opportunities on Māori Reserves in Greater Christchurch.</i>
<p>Objective 6.2.2 - Urban form and settlement pattern</p>	<p><i>The urban form and settlement pattern in Greater Christchurch is managed to provide sufficient land for rebuilding and recovery needs and sets a foundation for future growth, with an urban form that achieves consolidation and intensification of urban areas, and avoids unplanned expansion of urban areas, by:</i></p> <ul style="list-style-type: none"> <i>(1) aiming to achieve the following targets for intensification as a proportion of overall growth through the period of recovery:</i> <ul style="list-style-type: none"> <i>(a) 35% averaged over the period between 2013 and 2016</i> <i>(b) 45% averaged over the period between 2016 to 2021</i> <i>(c) 55% averaged over the period between 2022 and 2028;</i> <i>(2) providing higher density living environments including mixed use developments and a greater range of housing types, particularly in and around the Central City, in and around Key Activity Centres, and larger neighbourhood centres, and in greenfield and brownfield areas;</i> <i>(3) reinforcing the role of the Christchurch central business district within the Greater Christchurch area as identified in the Christchurch Central Recovery Plan;</i> <i>(4) providing for greenfield development on the periphery of Christchurch’s urban area, and surrounding towns at a rate and in locations which meets anticipated demand and enables the efficient provision and use of network infrastructure;</i> <i>(5) promoting intensification within identified urban areas and brownfield sites;</i>

	<p>(6) encouraging sustainable and self-sufficient growth of the towns of Rangiora, Kaiapoi, Woodend, Lincoln, Rolleston Prebbleton and consolidation of the existing settlement of West Melton;</p> <p>(7) Managing rural residential development outside of existing urban and priority areas; and</p> <p>(8) Providing for development opportunities on Māori Reserves.</p>
Objective 6.2.3 - Sustainability	<p>Recovery and rebuilding is undertaken in Greater Christchurch that:</p> <p>(1) provides for quality living environments incorporating good urban design;</p> <p>(2) retains identified areas of special amenity and historic heritage value;</p> <p>(3) retains values of importance to Tangata Whenua;</p> <p>(4) provides a range of densities and uses; and</p> <p>(5) is healthy, environmentally sustainable, functionally efficient, and prosperous.</p>
Objective 6.2.4 – Integration of transport infrastructure and land use	<p>Prioritise the planning of transport infrastructure so that it maximises integration with the priority areas and new settlement patterns and facilitates the movement of people and goods and provision of services in Greater Christchurch, while:</p> <p>(1) managing network congestion;</p> <p>(2) reducing dependency on private motor vehicles;</p> <p>(3) reducing emission of contaminants to air and energy use;</p> <p>(4) promoting the use of active and public transport modes;</p> <p>(5) optimising use of existing capacity within the network; and</p> <p>(6) enhancing transport safety.</p>
Policy 6.3.1 – Development within the Greater Christchurch area	<p>In relation to recovery and rebuilding for Greater Christchurch:</p> <p>(1) give effect to the urban form identified in Map A, which identifies the location and extent of urban development that will support recovery, rebuilding and planning for future growth and infrastructure delivery;</p> <p>(2) give effect to the urban form identified in Map A (page 64) by identifying the location and extent of the indicated Key Activity Centres;</p> <p>(3) enable development of existing urban areas and greenfield priority areas, including intensification in appropriate locations, where it supports the recovery of Greater Christchurch;</p> <p>(4) ensure new urban activities only occur within existing urban areas or identified Greenfield priority areas as shown on Map A, unless they are otherwise expressly provided for in the CRPS;</p> <p>(5) provide for educational facilities in rural areas in limited circumstances where no other practicable options exist within an urban area; and</p> <p>(6) avoid development that adversely affects the function and viability of, or public investment in, the Central City and Key Activity Centres.</p>
Policy 6.3.2 – Development form and urban	<p>Business development, residential development (including rural residential development) and the</p>

<p>design</p>	<p><i>establishment of public space is to give effect to the principles of good urban design below, and those of the NZ Urban Design Protocol 2005, to the extent appropriate to the context:</i></p> <p><i>(1) Tūrangawaewae – the sense of place and belonging – recognition and incorporation of the identity of the place, the context and the core elements that comprise the place. Through context and site analysis, the following elements should be used to reflect the appropriateness of the development to its location: landmarks and features, historic heritage, the character and quality of the existing built and natural environment, historic and cultural markers and local stories.</i></p> <p><i>(2) Integration – recognition of the need for well integrated places, infrastructure, movement routes and networks, spaces, land uses and the natural and built environment. These elements should be overlaid to provide an appropriate form and pattern of use and development.</i></p> <p><i>(3) Connectivity – the provision of efficient and safe high quality, barrier free, multimodal connections within a development, to surrounding areas, and to local facilities and services, with emphasis at a local level placed on walking, cycling and public transport as more sustainable forms of transport.</i></p> <p><i>(4) Safety – recognition and incorporation of Crime Prevention Through Urban Design (CPTED) principles in the layout and design of developments, networks and spaces to ensure safe, comfortable and attractive places.</i></p> <p><i>(5) Choice and diversity – ensuring developments provide choice and diversity in their layout, built form, land use housing type and density, to adapt to the changing needs and circumstances of the population.</i></p> <p><i>(6) Environmentally sustainable design – ensuring that the process of design and development minimises water and resource use, restores ecosystems, safeguards mauri and maximises passive solar gain.</i></p> <p><i>(7) Creativity and innovation – supporting opportunities for exemplar approaches to infrastructure and urban form to lift the benchmark in the development of new urban areas in the Christchurch region.</i></p>
<p>Policy 6.3.3 – Development in accordance with outline development plans</p>	<p><i>Development in greenfield priority areas and rural residential development is to occur in accordance with the provisions set out in an outline development plan or other rules for the area. Subdivision must not proceed ahead of the incorporation of an outline development plan in a district plan. Outline development plans and associated rules will:</i></p> <p><i>(1) Be prepared as:</i></p> <p><i>(a) a single plan for the whole of the priority area; or</i></p> <p><i>(b) where an integrated plan adopted by the territorial authority exists for the whole of the priority area and the outline development plan is consistent with the integrated plan, part of that integrated plan; or</i></p> <p><i>(c) a single plan for the whole of a rural residential area; and</i></p> <p><i>(2) Be prepared in accordance with the matters set out in Policy 6.3.2;</i></p> <p><i>(3) To the extent relevant show proposed land uses including:</i></p> <p><i>(a) Principal through roads, connections with surrounding road networks, relevant infrastructure services and areas for possible future development;</i></p> <p><i>(b) Land required for community facilities or schools;</i></p>

	<p><i>(c) Parks and other land for recreation;</i></p> <p><i>(d) Land to be used for business activities;</i></p> <p><i>(e) The distribution of different residential densities, in accordance with Policy 6.3.7;</i></p> <p><i>(f) Land required for stormwater treatment, retention and drainage paths;</i></p> <p><i>(g) Land reserved or otherwise set aside from development for environmental, historic heritage, or landscape protection or enhancement;</i></p> <p><i>(h) Land reserved or otherwise set aside from development for any other reason, and the reasons for its protection from development;</i></p> <p><i>(i) Pedestrian walkways, cycleways and public transport routes both within and adjoining the area to be developed;</i></p> <p><i>(4) Demonstrate how Policy 6.3.7 will be achieved for residential areas within the area that is the subject of the outline development plan, including any staging;</i></p> <p><i>(5) Identify significant cultural, natural or historic heritage features and values, and show how they are to be protected and/or enhanced;</i></p> <p><i>(6) Document the infrastructure required, when it will be required and how it will be funded;</i></p> <p><i>(7) Set out the staging and co-ordination of subdivision and development between landowners;</i></p> <p><i>(8) Demonstrate how effective provision is made for a range of transport options including public transport options and integration between transport modes, including pedestrian, cycling, public transport, freight, and private motor vehicles;</i></p> <p><i>(9) Show how other potential adverse effects on and/or from nearby existing or designated strategic infrastructure (including requirements for designations, or planned infrastructure) will be avoided, remedied or appropriately mitigated;</i></p> <p><i>(10) Show how other potential adverse effects on the environment, including the protection and enhancement of surface and groundwater quality, are to be avoided, remedied or mitigated;</i></p> <p><i>(11) Show how the adverse effects associated with natural hazards are to be avoided, remedied or mitigated as appropriate and in accordance with Chapter 11 and any relevant guidelines; and</i></p> <p><i>(12) Include any other information that is relevant to an understanding of the development and its proposed zoning.</i></p>
<p>Policy 6.3.4 – Transport effectiveness</p>	<p><i>Ensure that an efficient and effective transport network that supports business and residential recovery is restored, protected and enhanced so that it maintains and improves movement of people and goods around Greater Christchurch by:</i></p> <p><i>(1) avoiding development that will overload strategic freight routes;</i></p> <p><i>(2) providing patterns of development that optimise use of existing network capacity and ensuring that, where possible, new building projects support increased uptake of active and public transport, and provide opportunities for modal choice;</i></p>

	<p>(3) providing opportunities for travel demand management;</p> <p>(4) requiring integrated transport assessment for substantial developments; and</p> <p>(5) improving road user safety.</p>
<p>Policy 6.3.5 – Integration of land use and infrastructure</p>	<p>Recovery of Greater Christchurch is to be assisted by the integration of land use development with infrastructure by:</p> <p>(1) Identifying priority areas for development to enable reliable forward planning for infrastructure development and delivery;</p> <p>(2) Ensuring that the nature, timing and sequencing of new development are co-ordinated with the development, funding, implementation and operation of transport and other infrastructure in order to:</p> <p>(a) optimise the efficient and affordable provision of both the development and the infrastructure;</p> <p>(b) maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure;</p> <p>(c) protect investment in existing and planned infrastructure; and</p> <p>(d) ensure new development does not occur until provision for appropriate infrastructure is in place;</p> <p>(3) Providing that the efficient and effective functioning of infrastructure, including transport corridors, is maintained, and the ability to maintain and upgrade that infrastructure is retained;</p> <p>(4) Only providing for new development that does not affect the efficient operation, use, development, appropriate upgrading and safety of existing strategic infrastructure, including by avoiding noise sensitive activities within the 50dBA Ldn airport noise contour for Christchurch International Airport, unless the activity is within an existing residentially zoned urban area, residential greenfield area identified for Kaiapoi, or residential greenfield priority area identified in Map A (page 64); and</p> <p>(5) Managing the effects of land use activities on infrastructure, including avoiding activities that have the potential to limit the efficient and effective, provision, operation, maintenance or upgrade of strategic infrastructure and freight hubs.</p>
<p>Policy 6.3.7 – Residential location, yield and intensification</p>	<p>In relation to residential development opportunities in Greater Christchurch:</p> <p>(1) Subject to Policy 5.3.4, residential greenfield priority area development shall occur in accordance with Map A. These areas are sufficient for both growth and residential relocation through to 2028.</p> <p>(2) Intensification in urban areas of Greater Christchurch is to be focused around the Central City, Key Activity Centres and neighbourhood centres commensurate with their scale and function, core public transport routes, mixed-use areas, and on suitable brownfield land.</p> <p>(3) Intensification developments and development in greenfield priority areas shall achieve at least the following residential net densities averaged over the whole of an ODP area (except where subject to an existing operative ODP with specific density provisions):</p> <p>(a) 10 household units per hectare in greenfield areas in Selwyn and Waimakariri District;</p> <p>(b) 15 household units per hectare in greenfield areas in Christchurch City;</p> <p>(4) Intensification development within Christchurch City to achieve an average of:</p>

	<p><i>(a) 50 household units per hectare for intensification development within the Central City;</i></p> <p><i>(b) 30 household units per hectare for intensification development elsewhere.</i></p> <p><i>(5) Provision will be made in district plans for comprehensive development across multiple or amalgamated sites.</i></p> <p><i>(6) Housing affordability is to be addressed by providing sufficient intensification and greenfield priority area land to meet housing demand during the recovery period, enabling brownfield development and providing for a range of lot sizes, densities and appropriate development controls that support more intensive developments such as mixed use developments, apartments, townhouses and terraced housing.</i></p>
<p>Policy 6.3.10 – Māori Reserves</p>	<p><i>Recognise and provide for the relationship of local Ngāi Tahu with their ancestral lands, waters, wāhi tapu and taonga by enabling Māori Reserves within the Greater Christchurch area to be developed and used for their intended purposes for which they were originally reserved, taking into account the following matters where relevant:</i></p> <p><i>(a) flooding, inundation and other natural hazards;</i></p> <p><i>(b) rural amenity and outlook;</i></p> <p><i>(c) compact urban form;</i></p> <p><i>(d) range of housing options;</i></p> <p><i>(e) provision of appropriately sized local retail/ commercial centres;</i></p> <p><i>(f) any outline development plan; and</i></p> <p><i>(g) the range of lot sizes and densities.</i></p>

Canterbury Earthquake Recovery Strategy	
Goals	<p>Leadership and Integration</p> <ul style="list-style-type: none"> Facilitate a timely and efficient recovery, including intervening where necessary to remove impediments, resolve issues and provide certainty. <p>Economic Recovery</p> <ul style="list-style-type: none"> Planning for a well-functioning Christchurch central city, thriving suburban centres, flourishing rural towns and a productive rural sector. Renewing the region's brand and reputation as a safe, desirable, and attractive place to live, study, visit and invest. <p>Social Recovery</p> <ul style="list-style-type: none"> Enabling and empowering local communities to shape and lead their own recovery. Delivering community, health, education and social services that are collaborative, accessible, innovative and inclusive. Supporting people, in particular those facing hardship and uncertainty, by providing quality housing, education and health services. Supporting communities as they go through the processes of resettlement. <p>Cultural Recovery</p> <ul style="list-style-type: none"> Acknowledging and celebrating the rich and diverse Ngai Tahu, colonial and other heritages and connections. <p>Built Environment Recovery</p> <ul style="list-style-type: none"> Supporting innovative urban design, buildings, technology and infrastructure to redefine greater Christchurch as a safe place for the future. Rebuild infrastructure and buildings in a resilient, cost effective and energy efficient manner; 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.
Land Use Recovery Plan	
Action 2: Christchurch City Council district plan review	<p>Christchurch City Council to enable in the next review of its district plans to provide for the following measures:</p> <p>Housing choice</p> <ol style="list-style-type: none"> a range of housing types and locations recognising the changing location and loss of housing

	<p><i>options as a result of the Canterbury earthquakes</i></p> <p>Intensification...</p> <p><i>ii. a choice of housing through a range of residential density and development provisions to facilitate intensified development</i></p> <p><i>iii. comprehensive residential and mixed use developments, including brownfield sites</i></p> <p>Supporting rebuild activities...</p> <p><i>iv. reduced consenting and notification requirements</i></p> <p><i>v. address the efficiency and effectiveness of urban design provisions.</i></p>
Action 7: Promoting intensification and city living	<i>To support Actions 1 and 2, Christchurch City Council is to develop a package of instruments to promote intensification and city living, including affordable and temporary housing. This may include financial tools, regulatory incentives, development contribution policies and other initiatives.</i>
Action 19: Christchurch City Council district plan review	<i>Christchurch City Council to enable in the next review of its district plans, to provide for development of the greenfield priority areas shown on map A, appendix 2 that are not already zoned for development in accordance with Chapter 6 of the Regional Policy Statement.</i>
Action 42: Christchurch City Council district plan review	<i>Christchurch City Council to enable in the next review of its district plans, to provide for protection of people from risks in 'High Hazard Areas, (as defined in the Regional Policy Statement) and other risks from natural hazards, including, but not limited to, natural hazards such rock roll and cliff collapse on the Port Hills and natural hazards such as flooding , liquefaction and sea level rise elsewhere in the city.</i>
Action 45: Christchurch City Council District Plan Review	<p><i>Christchurch City Council to enable in the next review of its district plans the following measures, as a matter of urgency:</i></p> <ul style="list-style-type: none"> <i>- reduced consenting and notification requirements</i> <i>- address standards relating to urban design that could negatively impact upon recovery ...</i> <p><i>In the prioritisation of these measures it is recognised that the policies, objectives and methods may be interim in nature and be superseded by subsequent amendments to the Christchurch City Council's District Plan.</i></p>
The recovery plan also states at 4.1.1 Providing Housing Choice	<p><i>The Land Use Recovery Plan encourages more intensive housing types such, as terrace and town house developments, within existing urban areas. As well as providing smaller and more affordable housing options, this will</i></p> <ul style="list-style-type: none"> <i>- allow people to live close to existing communities and facilities</i> <i>- support the recovery of suburban centres and Christchurch central city</i>

	<p>- make best use of existing infrastructure networks.</p>
<p>Mahaanui Iwi Management Plan</p>	
<p>Issue P3:</p>	<p><i>Ngāi Tahu participation in urban and township planning and development.</i></p> <p><i>Nga Kaupapa / Policy</i></p> <p><i>P3.1 To require that local government recognise and provide for the particular interest of Ngai Tahu Papatipu Runanga in urban and township planning</i></p> <p><i>P3.2 To ensure early, appropriate and effective involvement of Papatipu Runanga in the development and implementation of urban and township development plans and strategies, including but not limited to:</i></p> <ul style="list-style-type: none"> <i>(a) Urban development strategies ;</i> <i>(b) Plan changes and Outline Development Plans;</i> <i>(c) Area Plans;</i> <i>(d) Urban planning guides, including landscape plans, design guides and sustainable building guides;</i> <i>(e) Integrated catchment management plans (ICMP) for stormwater management;</i> <i>(f) infrastructure and community facilities plans, including cemetery reserves; and</i> <i>(g) Open space and reserves planning.</i> <p><i>P3.3 To require that the urban development plans and strategies as per policy 3.2 give effect to the Mahaanui IMP and recognise and provide of the relationship of Ngai Tahu and their culture and traditions with ancestral, land water and sites by:</i></p> <ul style="list-style-type: none"> <i>(a) Recognising Te Tiriti o Waitangi as the basis for the relationship between Ngai Tahu and local government;</i> <i>(b) Recognising and providing for sites and places of importance to tangata whenua;</i> <i>(c) Recognising and providing for specific values associated with places, and threats to those values;</i> <i>(d) Ensuring outcomes reflect Ngai Tahu values and desired outcomes; and</i> <i>(e) Supporting and providing for traditional marae based communities to maintain their relationship with ancestral land.</i>

Issue P4:

Subdivision and development can have significant effects on tāngata whenua values, including sense of place, cultural identity, indigenous biodiversity, mahinga kai, and wāhi tapu and wāhi taonga, but can also present opportunities to enhance those values.

Ngā Kaupapa / Policy

Processes

P4.1 To work with local authorities to ensure a consistent approach to the identification and consideration of

Ngāi Tahu interests in subdivision and development activities, including:

(a) Encouraging developers to engage with Papatipu Rūnanga in the early stages of development planning to identify potential cultural issues; including the preparation of Cultural Impact Assessment reports;

(b) Ensuring engagement with Papatipu Rūnanga at the Plan Change stage, where plan changes are required to enable subdivision;

(c) Requiring that resource consent applications assess actual and potential effects on tāngata whenua values and associations;

(d) Ensuring that effects on tāngata whenua values are avoided, remedied or mitigated using culturally appropriate methods;

(e) Ensuring that subdivision consents are applied for and evaluated alongside associated land use and discharge consents; and

(f) Requiring that 'add ons' to existing subdivisions are assessed against the policies in this section.

P4.2 To support the use of the following methods to facilitate engagement with Papatipu Rūnanga where a subdivision, land use or development activity may have actual or potential adverse effects on cultural values and interests:

(a) Site visit and consultative hui;

(b) Cultural Impact Assessment (CIA) reports; and

(c) Tāngata Whenua Advisory Groups.

(b) Cultural Impact Assessment (CIA) reports; and

(c) Tāngata Whenua Advisory Groups.

Basic principles and design guidelines

P4.3 To base tāngata whenua assessments and advice for subdivision and residential land development proposals on a series of principles and guidelines associated with key issues of importance concerning such activities, as per Ngāi Tahu subdivision and development guidelines

Ngāi Tahu Property and residential land developments

	<p><i>P4.4 To encourage and support Ngāi Tahu Property Ltd, as the tribal property development company, to set the highest possible standard of best practice for residential land developments in the takiwā, consistent with Ngāi Tahu values.</i></p> <p><i>P4.5 To require that Ngāi Tahu Property Ltd engage with Papatipu Rūnanga when planning and developing commercial ventures such as residential property developments, to achieve Policy P4.4.</i></p>
<p>Issue P5:</p>	<p><i>The right to residence, use and development of ancestral land is inhibited by:</i></p> <p><i>(a) Land zoning rules;</i></p> <p><i>(b) Housing density rules;</i></p> <p><i>(c) Provision of infrastructure and services;</i></p> <p><i>(d) Multiple ownership; and</i></p> <p><i>(e) Lack of council recognition of paper roads and easements as access points to Māori land.</i></p>
<p>Greater Christchurch Urban Development Strategy and Action Plan 2007 – (UDS)</p>	<p>Following the Canterbury earthquakes, the UDS has largely been superseded by LURP and the new Chapter 6 provisions to the Regional Policy Statement which provide direction around recovery, urban form and settlement patterns. However, the LURP and RPS Chapter 6 provisions do broadly reflect the direction of the UDS including the following ‘key approaches’ for housing:</p> <ul style="list-style-type: none"> • <i>Promote an appropriate housing mix that reflects a range of size, price, density and locations.</i> • <i>Promote affordable, high-quality housing for the community.</i> • <i>Promote warm healthy homes that support the less able.</i> • <i>The desirability of locating housing within walking distance of passenger transport.</i> • <i>Recognise and provide for Papakainga housing.</i> • <i>Manage the scale of buildings in intensification areas to protect amenity and privacy.</i> • <i>Promote housing that integrates all socio-economic groups. Recognise the importance of social and community networks and providing this close to where people live.</i> • <i>Provide opportunities to live, work and play.</i> • <i>Promote good sub-division and section design.</i> • <i>Promote housing that is safe and secure.</i> • <i>Incorporate passive solar and other ecological design principles.</i> • <i>Avoid severing communities from facilities by major highways.</i> • <i>Promote housing for multigenerational and extended families as well as an ageing and ethnic population.</i> • <i>Publicise examples of well-designed affordable housing.</i>

	<ul style="list-style-type: none"> • <i>Continue the redevelopment of and renewal of public housing stock to better meet the needs of existing and future clients.</i> • <i>Provide housing for the elderly including retirement villages, accessible communities, apartment living and suburban housing.</i>
<p>MfE Guidelines for Crime Prevention Through Environmental Design (2005)</p>	<p>CPTED provides a framework for incorporating crime prevention into quality urban designs. It focuses on reducing the opportunity to commit crime and lessening the motivation to offend, while fostering positive interactions among legitimate users of a space. The MfE Guidelines focuses on 7 principles to achieve CPTED. These are as follows:</p> <p>Access: Safe movement and connections <i>Places with well-defined routes, spaces and entrances that provide for convenient and safe movement without compromising security.</i></p> <p>Surveillance and sightlines: See and be seen <i>Places where all publicly accessible spaces are overlooked, and where clear sightlines and good lighting provide maximum visibility.</i></p> <p>Layout: Clear and logical and orientation <i>Places that are laid out to discourage crime enhance perceptions of safety and help with orientation and way-finding.</i></p> <p>Activity mix: Eyes on the street <i>Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times by promoting a compatible mix of uses and increased use of public spaces.</i></p> <p>Sense of ownership: showing a space is cared for <i>Places that promote a sense of ownership, respect, territorial responsibility and community.</i></p> <p>Quality environment: Well-designed, managed and maintained environments <i>Places that provide a quality environment and are designed with management and maintenance in mind to discourage crime and promote community safety in the present and the future.</i></p> <p>Physical protection: Using active security measures <i>Places that include necessary, well designed security features.</i></p>

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Appendix 2 – Table 2 Proposed Christchurch District Plan – Strategic Directions

Provision	Policy Direction
<p>3.6.1 OBJECTIVE - RECOVERY AND LONG-TERM FUTURE OF THE DISTRICT</p>	<p>The recovery and development of Christchurch as a dynamic and internationally competitive city with:</p> <ol style="list-style-type: none"> 1. Sufficient land to meet the community's immediate recovery and longer-term needs for housing... 2. A range of housing options, including affordable housing and papakainga ... 3. ... 4. Transport and other infrastructure that is coordinated and integrated with land use and supports sustainable development and economic growth 5. A distinctive identity and quality urban environment that is attractive to business, residents and visitors 6. Recognition of the ancestral and contemporary relationship between Ngai Tahu and the land 7. Revitalised communities where people enjoy a high quality of life 8. Long-term sustainable and efficient use of resources, including those that contribute to the wellbeing of Manawhenua.
<p>3.6.1.1 Policy - Existing and new greenfield urban land</p>	<p>Promote the utilisation and redevelopment of existing urban land and provide additional land for urban activities within planned new urban areas to meet community needs.</p>
<p>3.6.1.2 Policy – Housing Affordability</p>	<p>Provide opportunities for affordable housing development through increased housing densities in new urban areas and infill opportunities in existing urban areas, and greenfield land that is sufficient to meet housing demand.</p>
<p>3.6.1.5 Policy - Development design and quality</p>	<p>Development shall give effect to the principles of the NZ Urban Design Protocol 2005 and the following principles of good urban design:</p> <ol style="list-style-type: none"> 1. Tūrangawaewae of Manawhenua and sense of place and belonging: the unique and distinctive qualities of the surroundings including existing and historic social, cultural, natural and built heritage, character and identity are respected and appropriately reflected within the development. 2. Connectivity and accessibility – buildings, spaces and networks enable efficient, safe and high quality connections for people of all ages and physical abilities and for all modes of transport within a development, to surrounding areas, and to local facilities and services, with emphasis at a local level placed on walking, cycling and public transport. 3. Safety – injury and crime prevention methods are incorporated in the design of developments, networks and spaces, including the principles of Crime Prevention Through Environmental Design. 4. Choice and diversity – development provides for choice and diversity in their layout, built form, land use, housing type and density, to adapt to the changing needs and circumstances of the population. 5. Integration – development is designed to integrate all elements of a building or space into a coherently designed solution that is able to optimise the relationships between buildings, spaces,

	<p>activities and networks.</p> <ol style="list-style-type: none"> 6. Design quality - well designed developments and spaces that provide a high level of amenity, opportunities for social interactions, and are attractive to people and business, particularly in areas with higher densities of people and built development. 7. Resilience - developments and spaces are fit for purpose but also adaptable and resilient to meet changing needs, risks and uses over time. 8. Environmentally sustainable – development is designed to be energy and water efficient, minimise the use of fossil fuels, minimise waste, manage stormwater, restore biodiversity and ecosystems, safeguard mauri and maximise passive solar gain.
3.6.2 OBJECTIVE - DEVELOPMENT FORM AND FUNCTION	<p>An integrated pattern of development and well-functioning urban form that:</p> <ol style="list-style-type: none"> 1. Provides certainty about where development can occur 2. Consolidates development for urban activities 3. Improves people’s connectivity and accessibility to employment, transport, services and community facilities 4. ... 5. Promotes the efficient provision and use of infrastructure 6. Improves energy efficiency and provides for renewable energy and use 7. Supports the role of the central city and suburban and town centres as community focal points for housing, commercial, service, community and transport activity 8. Enhances the role of the central city as the principal community focal point for greater Christchurch and supports the major role of Key Activity Centres (as identified in the Canterbury Regional Policy Statement) as community focal points for significant areas of Christchurch and for adjoining districts 9. ...
3.6.2.1 Policy - Accessible development	<p>Locate and design development and activities, including the transport network, so as to:</p> <ul style="list-style-type: none"> • improve accessibility between activities • shorten trip distances • minimise energy use • protect air quality • reduce dependency on private motor vehicles • enhance opportunities for walking, cycling, and public transport • provide for the co-location of complementary and compatible activities, including working from home opportunities.
3.6.2.2 Policy - Greenfield urban land supply	<p>Provide greenfield land for urban activities at a rate and in locations that meet anticipated demand and enable the efficient and affordable provision and use of new and existing infrastructure.</p>
3.6.2.3 Policy - Urban consolidation	<ol style="list-style-type: none"> 1. Provide for urban activities only:

	<ul style="list-style-type: none"> • within the existing urban areas, and • on greenfield land on the periphery of Christchurch’s urban area identified as Priority Areas in the Canterbury Regional Policy Statement Chapter 6, Map A. <p>2. Increase the housing development opportunities in the urban area to meet the intensification targets specified in the Canterbury Regional Policy Statement, Objective 6.2.2 (1), particularly:</p> <ul style="list-style-type: none"> • in and around the Central City, Key Activity Centres (as identified in the Canterbury Regional Policy Statement), larger neighbourhood centres, and nodes of core public transport routes • in parts of residential Priority Areas identified in Chapter 6 of the Canterbury Regional Policy Statement • in suitable brownfield areas.
3.6.2.4 Policy - Timing of urban development	<p>1. Co-ordinate the nature, timing and sequencing of development with the development, funding, implementation and operation of transport and other infrastructure.</p> <p>2. Ensure land is not used for urban activities until the necessary infrastructure is in place ...</p>
3.6.2.7 Policy - Community focal points	Maintain and enhance the function and viability of, and public investment in, the Central City, Key Activity Centres (as identified in the Canterbury Regional Policy Statement), and other larger neighbourhood centres that are a focus for increased housing densities, and ensure those centres provide a high quality urban environment as key community focal points. ..
3.6.2.8 Policy - Infrastructure	<p>1. Limit the adverse effects of activities on the efficient and effective functioning, maintenance and upgrading of infrastructure, including reverse sensitivity effects.</p> <p>2. Ensure development does not limit the efficient and effective provision, operation, safety, and maintenance or upgrade of strategic infrastructure and freight hubs.</p> <p>3. Avoid noise sensitive activities within 50dBA Ldn noise contour for Christchurch International Airport, unless within an existing residentially zoned urban area or a residential Priority Area identified in the Canterbury Regional Policy Statement Chapter 6, Map A. ..</p>
3.6.3 OBJECTIVE - – MANAWHENUA	<p>A strong enduring relationship between the Council and Ngāi Tahu Manawhenua in the sustainable management of natural and physical resources that recognises:</p> <ol style="list-style-type: none"> 1. The principles of the Treaty of Waitangi as the foundation for the relationship 2. The unique cultural and spiritual relationship of Ngāi Tahu with the district’s natural and physical resources 3. The objectives and policies of the Mahaanui Iwi Management Plan.
3.6.3.1 Policy - Development of Māori Reserves	Enable Māori Reserves to be developed and used for residential, commercial and community facilities in

accordance with Tikanga Māori, taking into account the following matters where relevant:

- Flooding, inundation and other natural hazards
- Rural amenity and outlook
- Compact urban form
- Range of housing options
- Provision of appropriately sized local retail/commercial centres
- Any outline development plan
- An appropriate range of lot sizes and densities.