

APPENDIX 2

ASSESSMENT OF OBJECTIVES AND POLICIES

1. Introduction

The rezoning proposed by MAIL has been assessed in terms of the four principal relevant policy documents being:

- The Regional Policy Statement;
- The Greater Christchurch Land Use Recovery Plan;
- The Regional Land Transport Strategy;
- The operative Christchurch District Plan; and
- The likely notified Replacement District Plan

2. Table 1: Objectives and Policies, Canterbury Regional Policy Statement

Proposed Regional Policy Statement Objectives and Policies – General	Assessment
Chapter 5: Land Use and Infrastructure	
<p>Objective 5.2.1 – Location, design and function of development (Entire Region) Development is located and designed so that it functions in a way that:</p> <p>(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</p> <p>(2) enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:</p> <p style="padding-left: 40px;">(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;</p> <p style="padding-left: 40px;">(b) provides sufficient housing choice to meet the region’s housing needs;</p> <p style="padding-left: 40px;">(c) encourages sustainable economic development by enabling business activities in appropriate locations;</p> <p style="padding-left: 40px;">(d) minimises energy use and/or improves energy efficiency;</p> <p style="padding-left: 40px;">(e) enables rural activities that support the rural environment including primary production;</p> <p style="padding-left: 40px;">(f) is compatible with, and will result in the continued safe, efficient and effective use</p>	<p>The proposal will enable the community to consolidate its employment activities in a manner which provides for enhanced social, economic and cultural wellbeing. It minimises energy use and is compatible within the surrounding environment. It will provide for business development in an area that is appropriate in terms of location, access to employment and does not adversely impact on any of the regional natural resources.</p>

<p>of regionally significant infrastructure;</p> <p>(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;</p> <p>(h) facilitates the establishment of papakāinga and marae; and</p> <p>(i) avoids conflicts between incompatible activities.</p>	
<p>Objective 5.2.2 – Integration of land-use and regionally significant infrastructure (Wider Region) In relation to the integration of land use and regionally significant infrastructure:</p> <p>(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.</p> <p>(2) To achieve patterns and sequencing of land-use with regionally significant infrastructure in the wider region so that:</p> <p>(a) development does not result in adverse effects on the operation, use and development of regionally significant infrastructure.</p> <p>(b) adverse effects resulting from the development or operation of regionally significant infrastructure are avoided, remedied or mitigated as fully as practicable.</p> <p>(c) there is increased sustainability, efficiency and liveability.</p>	<p>There are no adverse effects on regional infrastructure. The predominant regionally significant elements of infrastructure in the area are the airport, road network and underground services. Protection for the airport has been provided and all underground infrastructure will have capacity.</p>
<p>Objective 5.2.3 – Transport network (Wider Region) A safe, efficient and effective transport system to meet local regional, inter-regional and national needs for transport, which:</p> <p>(1) supports a consolidated and sustainable urban form;</p> <p>(2) avoids, remedies or mitigates the adverse effects of transport use and its provision;</p> <p>(3) provides an acceptable level of accessibility; and</p> <p>(4) is consistent with the regional roading hierarchy identified in the Regional Land Transport Strategy.</p>	<p>The development as provided for by the rezoning will make efficient use of the transport system and is located in a manner which supports a consolidated and sustainable urban form.</p>

<p>Policy 5.3.1 – Regional growth (Wider Region) To provide, as the primary focus for meeting the wider region’s growth needs, sustainable development patterns that:</p> <p>(1) ensure that any</p> <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; <p>(2) encourage within urban areas, housing choice recreation and community facilities, and business opportunities of a character and form that supports urban consolidation;</p> <p>(3) promote energy efficiency in urban forms, transport patterns, site location and subdivision layout;</p> <p>(4) maintain and enhance the sense of identity and character of the region’s urban areas; and</p> <p>(5) encourage high quality urban design, including the maintenance and enhancement of amenity values.</p>	<p>The rezoning promotes enhanced urban design which will have regard to the wider amenity values of this area of the City by way of:</p> <ul style="list-style-type: none"> – an Outline Development Plan; – controls on building design and appearance; – support for an energy efficient built form and site development; – extensive planting; and – enhancement of amenity values through open space and amenity controls.
<p>Policy 5.3.2 – Development Conditions (Wider Region) To enable development including regionally significant infrastructure which:</p> <p>(1) ensure that adverse effects are avoided, remedied or mitigated, including where these would compromise or foreclose:</p> <ul style="list-style-type: none"> (a) existing or consented regionally significant infrastructure; (b) options for accommodating the consolidated growth and development of existing urban areas; (c) the productivity of the region’s soil resources, without regard to the need to make appropriate use of soil which is valued for existing or foreseeable future primary production, or through further fragmentation of rural land; (d) the protection of sources of water for community supplies; (e) significant natural and physical resources; <p>(2) avoid or mitigate:</p> <ul style="list-style-type: none"> (a) natural and other hazards, or land uses that would likely result in increases in the 	<p>There will not be any adverse effects on regionally significant infrastructure. The rezoning will consolidate growth of the urban area. Rural use of the site is uneconomic and inefficient.</p> <p>The site is not at risk from natural hazards. Reverse sensitivity issues do not arise.</p>

<p>frequency and / or severity of hazards;</p> <p>(b) reverse sensitivity effects and conflicts between incompatible activities, including identified mineral extraction areas; and</p> <p>(3) integrate with:</p> <p>(a) the efficient and effective provision, maintenance or upgrade of infrastructure; and</p> <p>(b) transport networks, connections and modes so as to provide for the sustainable and efficient movement of people, goods and services, and a logical, permeable and safe transport system.</p>	<p>Development of the site will be efficient and effective in terms of services provision and infrastructure.</p> <p>The site is ideally located close to transport networks.</p>
<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> <p>(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</p> <p>(2) requiring these services to be designed, built, managed or upgraded to maximise their ongoing effectiveness.</p>	<p>Reticulated wastewater and water supply services will be provided. Appropriate stormwater treatment and management can occur on site.</p>
<p>Policy 5.3.7 – Strategic land transport network and arterial roads (Entire Region)</p> <p>In relation to strategic land transport network and arterial roads, the avoidance of development which:</p> <p>(1) adversely affects the safe efficient and effective functioning of this network and these roads, including the ability of this infrastructure to support freight and passenger transport services; and</p> <p>(2) in relation to the strategic land transport network and arterial roads, to avoid development which forecloses the opportunity for the development of this network and these roads to meet future strategic transport requirements.</p>	<p>Development of the site as proposed will not result in adverse effects on the safe and efficient functioning of the transport network. No transport options are foreclosed and access to all modes of transport will be provided for.</p>
<p>Policy 5.3.8 –Land use and transport integration (Wider Region)</p> <p>Integrate land use and transport planning in a way:</p> <p>(1) that promotes:</p> <p>(a) the use of transport modes which have low adverse effects;</p> <p>(b) the safe, efficient and effective use of transport infrastructure, and reduces where appropriate the demand for transport;</p>	<p>The site can integrate with all the essential public and private transport modes.</p>

<p>(2) that avoids or mitigates conflicts with incompatible activities; and</p> <p>(3) where the adverse effects from the development, operation and expansion of the transport system:</p> <p style="padding-left: 40px;">(a) on significant natural and physical resources and cultural values are avoided, or where this is not practicable, remedied or mitigated; and</p> <p style="padding-left: 40px;">(b) are otherwise appropriately controlled.</p>	
<p>Policy 5.3.9 – Regionally significant infrastructure (Wider Region) In relation to regionally significant infrastructure (including transport hubs):</p> <p>(1) avoid development which constrains the ability of this infrastructure to be developed and used without time or other operational constraints that may arise from adverse effects relating to reverse sensitivity or safety;</p> <p>(2) provide for the continuation of existing infrastructure, including its maintenance and operation, without prejudice to any future decision that may be required for the ongoing operation or expansion of that infrastructure; and</p> <p>(3) provide for the expansion of existing infrastructure and development of new infrastructure, while:</p> <p style="padding-left: 40px;">(a) Recognising the logistical, technical or operational constraints of this infrastructure and any need to locate activities where a natural or physical resource base exists;</p> <p style="padding-left: 40px;">(b) avoiding any adverse effects on significant natural and physical resources and cultural values and where this is not practicable, remedying or mitigating them, and appropriately controlling other adverse effects on the environment; and</p> <p style="padding-left: 40px;">(c) when determining any proposal within a sensitive environment (including any environment the subject of section 6 of the RMA), requiring that alternative sites, routes, methods and design of all components and associated structures are considered so that the proposal satisfies sections 5(2)(a) – (c) as fully as is practicable.</p>	<p>There are no adverse effects on regionally significant infrastructure.</p>
<p>Chapter 6: Recovery and Rebuilding of Greater Christchurch</p>	
<p>Issue 6.1.1 – Enabling recovery, rebuilding and development How to provide certainty to the community and businesses around how Greater Christchurch will accommodate expected population and household</p>	<p>This proposal implements the direction that this site should be zoned for business uses. It provides certainty on the future use of the land.</p>

<p>relocation and growth, housing needs and economic activity during the recovery period in an efficient and environmentally sustainable manner. This includes providing for a diverse community with a range of incomes, needs and business types.</p> <p>Explanation</p> <p>While the needs for Greater Christchurch in the long term are important, recovery and rebuilding in the short term are critical.</p> <p>The community requires certainty around where recovery development will take place during the recovery period to enable planning for delivery of infrastructure and protection of key resources such as strategic transport networks, water supply, and other significant natural and physical resources. In particular, it is important that resources are directed to specific geographic areas, to enable efficient and effective public investment in strategic, network and social infrastructure. Without certainty and forward planning, recovery for the Central City, Key Activity Centres and neighbourhood centres will be slower, and will result in inefficient investment decisions being made by infrastructure providers and developers, and incur unnecessary additional costs for local authorities.</p> <p>When making decisions around accommodating residential and business relocation and growth over the recovery period, it is recognised that there is a range of needs among the community, in terms of both residential accommodation and business provision. A spectrum of housing types needs to be available to accommodate people on different levels of income and with different requirements, including a possible temporary working population, as well as providing for diversity among the different business types that operate within Greater Christchurch, from small offices and retail through to large industrial sites. It is important that the functions of different types of business zones are protected to ensure that lower-value industrial land is not competing with potentially higher-value office and retail development.</p>	<p>The report by Telfer Young concludes that there is more than adequate greenfield business land available in the north-west of Christchurch for light industrial. The better use for the MAIL site is a mix of office, retail, travellers' accommodation and technology uses. The plan change accords with the direction in Issue 6.1.1 that lower value industrial land should not be competing with higher value office and retail development.</p>
<p>Issue 6.1.2 – Adverse effects arising from development</p> <p>Development can result in adverse effects on the environment, which if not identified and avoided, remedied or mitigated where appropriate, could result in inappropriate outcomes for the region's natural and physical resources, and reduce Greater Christchurch's resilience and ability to provide for the needs of people and communities. Poorly planned development can increase risk from natural hazards and the effects of climate change, create resource use conflicts, increase community isolation, prevent the efficient and effective delivery</p>	<p>The report by URS confirms that development can occur on the site without imposing risk on the contamination of the aquifer.</p> <p>Stormwater will be well managed and accommodated.</p> <p>The site does not include significant natural resources, character or amenity.</p> <p>The visual and landscape values of the site will change, but the change is</p>

<p>of infrastructure and services, reduce economic viability and result in greater overall energy consumption.</p> <p>Explanation</p> <p>There are a number of environmental challenges to providing for recovery, rebuilding and development in Greater Christchurch. These need to be recognised and provided for through a clear planning framework. For Greater Christchurch, the key resource management issues include:</p> <ul style="list-style-type: none"> (a) The potential for contamination of Christchurch City's drinking water as a result of inappropriate development over the unconfined aquifer to the west of the city; (b) The negative effects of stormwater being discharged directly into waterways without land-based or wetland treatment; (c) The potential to compromise or lose significant natural resources, character and amenity, and lost opportunities for enhancement; (d) The potential to undermine the role and function of the Central City and Key Activity Centres, together with the investment made in these centres; (e) Risk to people and property from natural hazards such as flooding, coastal inundation, earthquakes, rockfall, rock roll or coastal erosion; (f) Sea-level rise and the effects of climate change; (g) Conflicts between legitimately established activities and sensitive activities which seek to locate in proximity to these (reverse sensitivity); (h) Efficient and effective provision for maintenance, upgrade and delivery of services and infrastructure, in particular strategic infrastructure; (i) Minimising energy consumption; (j) Providing for development in the right place, at the right time, to meet the needs of the community. 	<p>anticipated and appropriate in this location.</p> <p>Detailed analysis of the effects of retail, office and travellers' accommodation on the site confirms that the inclusion of commercial uses in the zone in the form proposed will not undermine the function of Key Activity Centres and the Central City.</p> <p>Natural hazards have been assessed to not be of concern for this site.</p> <p>All issues of reverse sensitivity are appropriately addressed through the proposed rules.</p> <p>The site will be adequately serviced by infrastructure. The zoning supports the strategic infrastructure of the airport.</p> <p>The form and type of development will minimise energy consumption because of its consolidation of urban form.</p> <p>There is demand for a mixed use zoning in this part of the city.</p> <p>The proposed site specific zoning will not affect the CBD or Key Activity Centres and will provide for additional economic and social wellbeing for the community.</p>
<p>Issue 6.1.3 Transport effectiveness</p> <p>Urban land use and development in inappropriate locations, or that is poorly integrated with transport networks, can adversely affect the efficient use, development and recovery of transport infrastructure and services, through:</p>	<p>The site is such that it can be integrated into the surrounding road network.</p> <p>The site is accessible to a significant residential community by bicycle or walking and is accessed by public</p>

<p>(a) the location of residential and other sensitive activities close to strategic transport networks;</p> <p>(b) high energy use associated with private car dependency and the need to travel greater distances;</p> <p>(c) inefficient development and operation of strategic transport networks;</p> <p>(d) less opportunities for modal choice for transport;</p> <p>(e) adverse public health outcomes;</p> <p>(f) reduced safety; and</p> <p>(g) a failure to optimise the use of available capacity within the existing transport network.</p>	<p>transport. As such, it is a location which is able to reduce congestion and encourage the reduction of fossil fuels and carbon emissions.</p>
<p>Issue 6.1.4 Amenity and urban design</p> <p>While the speed of recovery is important, so too is the quality of the built form. Poorly designed development can adversely affect urban amenity values, rural amenity values, historic heritage, health and safety, integration with community, educational, social and commercial facilities, and overall liveability. These matters are important for retaining population and attracting skilled workers and new business opportunities. They will affect the timing and the success of recovery.</p>	<p>The outcome promotes enhanced urban design which will have regard to the wider amenity values of this area of the City by way of:</p> <ul style="list-style-type: none"> – an Outline Development Plan; – controls on building design and appearance; – support for an energy efficient built form and site development; – extensive planting; and – enhancement of amenity values through open space and amenity controls.
<p>Objective 6.2.2 Urban form and settlement pattern</p> <p>The urban form and settlement pattern in Greater Christchurch is managed to provide sufficient land for rebuilding and recovery needs and set a foundation for future growth, with an urban form that achieves consolidation and intensification of urban areas, and avoids unplanned expansion of urban areas, by:</p> <p>(1) aiming to achieve the following targets for intensification as a proportion of overall growth through the period of recovery:</p> <ul style="list-style-type: none"> (a) 35% averaged over the period between 2013 and 2016 (b) 45% averaged over the period between 2016 to 2021 (c) 55% averaged over the period between 2022 and 2028; <p>(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</p>	<p>The reports conclude that there will be no adverse effects on the recovery of the CBD.</p> <p>The rezoning is for a priority business area identified in the LURP.</p>

<p>larger neighbourhood centres, and in greenfield priority areas and brownfield sites;</p> <p>(3) reinforcing the role of the Christchurch central business district within the Greater Christchurch area as identified in the Christchurch Central Recovery Plan;</p> <p>(4) providing for the development of greenfield priority areas on the periphery of Christchurch’s urban area, and surrounding towns at a rate and in locations that meet anticipated demand and enables the efficient provision and use of network infrastructure;</p> <p>(5) encouraging sustainable and self-sufficient growth of the towns of Rangiora, Kaiapoi, Woodend, Lincoln, Rolleston and Prebbleton and consolidation of the existing settlement of West Melton;</p> <p>(6) Managing rural residential development outside of existing urban and priority areas; and</p> <p>(7) Providing for development opportunities on Māori Reserves.</p>	
<p>Objective 6.2.3 Sustainability 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>	<p>A high quality urban design outcome is required by the specific controls proposed.</p>
<p>Objective 6.2.4 Integration of transport infrastructure and land use Prioritise the planning of transport infrastructure so that it maximises integration with the priority areas and new settlement patterns and facilitates the movement of people and goods and provision of services in Greater Christchurch, while:</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>The rezoning meets these objectives.</p>

<p>(5) optimising use of existing capacity within the network; and</p> <p>(6) enhancing transport safety.</p>	
<p>Objective 6.2.5 Key activity and other centres Support and maintain the existing network of centres below as the focal points for commercial, community and service activities during the recovery period:</p> <p>(1) The Central City (2) Key Activity Centres (3) Neighbourhood centres.</p> <p>These centres will be high quality, support a diversity of business opportunities including appropriate mixed-use development, and incorporate good urban design principles.</p> <p>The development and distribution of commercial activity will avoid significant adverse effects on the function and viability of these centres.</p>	<p>It is extremely unlikely that the minor trade impacts from retail activities proposed would cause any stores to close. It follows that any flow-on distributional or urban form effects on the function and vitality of the Central City, Key Activity Centres or neighbourhood centres will be minimal and short-lived, at most.</p> <p>A key reason for why the trade impacts from commercial activities are so low on the MAIL site is that it is located about the same driving distance from seven other centres. As a result, trade impacts are being widely dispersed, not shouldered by only one or two centres.</p> <p>The retail uses proposed as part of the rezoning will have no impact on the CBD rebuild because:</p> <ul style="list-style-type: none"> - Estimated CBD trade impacts are low, ranging from less than 1% to only 8%. - Retail has historically accounted for only a modest share of CBD employment (about 10%), and the CBD's share of retail activity has been steadily falling over time. Retail is not as critical to the CBD as some may believe. - According to a recent UMR poll, only 11% of retailers want to be in the new CBD, with most seeking a location elsewhere in Christchurch. With the specific rules on retail which are proposed, MAIL is unlikely to attract retailers that would have otherwise sought a CBD location. <p>In terms of offices and commercial services, construction activity within the CBD is gaining momentum with a number of developments now completed. There is strong interest from pre-quake CDB tenants and the Government sector to re-establish in the CBD. Rental rates are high by Christchurch standards but not by national or international levels / benchmarks. The CBD recovery is underway.</p>

	<p>For Key Activity Centres, retail essentially drives the desirability of these locations. The effect on nearby Key Activity Centres of establishing office accommodation on the MAIL site is likely to be minimal.</p> <p>Office activity can be accommodated on the site, subject to either controls on the types of activities which may occur, or controls on the quantum of offices. Telfer Young identify that the site could provide for a significantly greater quantum of offices than is proposed by the plan change.</p> <p>With these floor area limits proposed in place, the effect on both the CBD recovery, Key Activity Centres and neighbourhood centres is likely to be non-existent or minimal.</p> <p>There will be no effects on the Central City, Key Activity Centres or neighbourhood centres from the travellers' accommodation proposed.</p>
<p>Objective 6.2.6 – Business land development Identify and provide for Greater Christchurch's land requirements for the recovery and growth of business activities in a manner that supports the settlement pattern brought about by Objective 6.2.2, recognising that:</p> <ol style="list-style-type: none"> (1) The greenfield priority areas for business in Christchurch City provide primarily for the accommodation of new industrial activities; (2) Except where identified for brownfield redevelopment, areas used for existing industrial activities are to be used primarily for that purpose, rather than as a location for new commercial activities; (3) New commercial activities are primarily directed to the Central City, Key Activity Centres, and neighbourhood centres; (4) A range of other business activities are provided for in appropriate locations; and (5) Business development adopts appropriate urban design qualities in order to retain business, attract investment and provide for healthy working environments. 	<p>When considered as a whole, the greenfields business land will be primarily used for industrial uses. Even if the entire site were used for commercial uses that would only be some 6% of the greenfields business land.</p> <p>The site is a particularly appropriate site for business activities not otherwise in the Central City or Key Activity Centres.</p> <p>The roles will deliver a high amenity business and innovation park.</p>
<p>Policy 6.3.2 Development form and urban design Business development, residential development (including rural residential development) and the</p>	<p>These urban design protocol and Crime Prevention Through Environmental Design principles are reflected in the design objectives proposed and in the</p>

<p>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:</p> <ol style="list-style-type: none"> (1) Tūrangawaewae – the sense of place and belonging – recognition and incorporation of the identity of the place, the context and the core elements that comprise the place. Through context and site analysis, the following elements should be used to reflect the appropriateness of the development to its location: landmarks and features, historic heritage, the character and quality of the existing built and natural environment, historic and cultural markers and local stories. (2) Integration – recognition of the need for well integrated places, infrastructure, movement routes and networks, spaces, land uses and the natural and built environment. These elements should be overlaid to provide an appropriate form and pattern of use and development. (3) Connectivity – the provision of efficient and safe high quality, barrier free, multimodal connections within a development, to surrounding areas, and to local facilities and services, with emphasis at a local level placed on walking, cycling and public transport as more sustainable forms of transport. (4) Safety – recognition and incorporation of Crime Prevention Through Urban Design (CPTED) principles in the layout and design of developments, networks and spaces to ensure safe, comfortable and attractive places. (5) Choice and diversity – ensuring developments provide choice and diversity in their layout, built form, land use housing type and density, to adapt to the changing needs and circumstances of the population. (6) Environmentally sustainable design – ensuring that the process of design and development minimises water and resource use, restores ecosystems, safeguards mauri and maximises passive solar gain. (7) Creativity and innovation – supporting opportunities for exemplar approaches to infrastructure and urban form to lift the benchmark in the development of new urban areas in the Christchurch region. 	<p>proposed rules. The rezoning enables the memorial aspect of Memorial Avenue frontage to be highlighted. The areas is to be planned as a comprehensive integrated mixed use development.</p> <p>The site will have multimodal connections within the site and to surrounding areas and facilities.</p>
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<p>Policy 6.3.3 – Development in accordance with outline development plans</p> <p>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:</p> <p>(1) Be prepared as:</p> <ul style="list-style-type: none"> (a) a single plan for the whole of the priority area; or (b) where an integrated plan adopted by the territorial authority exists for the whole of the priority area and the outline development plan is consistent with the integrated plan, part of that integrated plan; or (c) a single plan for the whole of a rural residential area; and <p>(2) Be prepared in accordance with the matters set out in Policy 6.3.2;</p> <p>(3) To the extent relevant show proposed land uses including:</p> <ul style="list-style-type: none"> (a) Principal through roads, connections with surrounding road networks, relevant infrastructure services and areas for possible future development; (b) Land required for community facilities or schools; (c) Parks and other land for recreation; (d) Land to be used for business activities; (e) The distribution of different residential densities, in accordance with Policy 6.3.7; (f) Land required for stormwater treatment, retention and drainage paths; (g) Land reserved or otherwise set aside from development for environmental, historic heritage, or landscape protection or enhancement; (h) Land reserved or otherwise set aside from development for any other reason, and the reasons for its protection from development; (i) Pedestrian walkways, cycleways and 	<p>The proposed zoning contains an outline development plan in accordance with this policy.</p>
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<p>public transport routes both within and adjoining the area to be developed;</p> <p>(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;</p> <p>(5) Identify significant cultural, natural or historic heritage features and values, and show how they are to be protected and/or enhanced;</p> <p>(6) Document the infrastructure required, when it will be required and how it will be funded;</p> <p>(7) Set out the staging and co-ordination of subdivision and development between landowners;</p> <p>(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;</p> <p>(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;</p> <p>(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;</p> <p>(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</p> <p>(12) Include any other information that is relevant to an understanding of the development and its proposed zoning.</p>	
<p>Policy 6.3.4 – Transport effectiveness Ensure that an efficient and effective transport network that supports business and residential recovery is restored, protected and enhanced so that it maintains and improves movement of people and goods around Greater Christchurch by:</p> <p>(1) avoiding development that will overload strategic freight routes;</p> <p>(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;</p>	<p>The rezoning of the site as proposed is consistent with this policy. A transport assessment is provided which demonstrates that strategic and freight networks will not be overloaded.</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> <ul style="list-style-type: none"> (a) optimise the efficient and affordable provision of both the development and the infrastructure; (b) maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure; (c) protect investment in existing and planned infrastructure; and (d) ensure new development does not occur until provision for appropriate infrastructure is in place; <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</p>	<p>The rezoning is for a site identified in the RPS and LURP as a priority business site. It is well integrated with the strategic road network and will be serviced by reticulated systems.</p>

<p>efficient and effective, provision, operation, maintenance or upgrade of strategic infrastructure and freight hubs.</p>	
<p>Policy 6.3.6 Business land To ensure that provision, recovery and rebuilding of business land in Greater Christchurch maximises business retention, attracts investment, and provides for healthy working environments; business activities are to be provided for in a manner which:</p> <ol style="list-style-type: none"> (1) Promotes the utilisation and redevelopment of existing business land, and provides sufficient additional greenfield priority area land for business land through to 2028 as provided for in Map A; (2) Recognises demand arising from the relocation of business activities as a result of earthquake-damaged land and buildings; (3) Reinforces the role of the Central City, as the city's primary commercial centre, and that of the Key Activity Centres; (4) Recognises that new commercial activities are primarily to be directed to the Central City, Key Activity Centres and neighbourhood centres where these activities reflect and support the function and role of those centres; or in circumstances where locating out of centre, will not give rise to significant adverse distributional or urban form effects; (5) Recognises that new greenfield priority areas for business in Christchurch City are primarily for industrial activities, and that commercial use in these areas is restricted; (6) Recognises that existing business zones provide for a range of business activities depending on: <ol style="list-style-type: none"> (i) the desired amenity of the business areas and their surrounds; and (ii) the potential for significant distributional or urban form effects on other centres from new commercial activity. (7) Utilises existing infrastructure availability, capacity and quality; (8) Ensures reverse sensitivity effects and conflicts between incompatible activities are identified and avoided or mitigated against; 	<p>When considered as a whole, the greenfields business land (some 417 ha) will be primarily used for industrial uses. Even if the entire MAIL site were used for commercial uses that would only be some 6% of the greenfields business land.</p> <p>The proposed uses will not result in significant adverse distributional or urban form effects.</p> <p>The proposed zoning supports the function and role of the Central City, Key Activity Centres and neighbourhood centres. The analyses of commercial uses demonstrate that with the trigger controls on amount and staging of commercial uses as proposed in the zone provisions there will not be any significant adverse distributional or urban form effects.</p> <p>The zoning rules appropriately restrict commercial uses.</p> <p>The proposal will utilise existing infrastructure. Additional sewerage capacity is anticipated to be in place in time for the entire development to proceed. Reverse sensitivity uses are all appropriately addressed.</p>

<p>(9) Ensures close proximity to labour supply, major transport hubs and passenger transport networks;</p> <p>(10) Encourages self-sufficiency of employment and business activities within communities across Greater Christchurch;</p> <p>(11) Promotes, where appropriate, development of mixed-use opportunities, within Key Activity Centres provided reverse sensitivity issues can be appropriately managed; and</p> <p>(12) Incorporates good urban design principles appropriate to the context of the development.</p>	
<p>Chapter 11: Natural Hazards</p>	
<p>Objective 11.2.1 – Avoid new subdivision, use and development of land that increases risks associated with natural hazards New subdivision, use and development of land which increases the risk of natural hazards to people, property and infrastructure is avoided or, where avoidance is not possible, mitigation measures minimise such risks.</p>	<p>There are no natural hazards.</p>
<p>Policy 11.3.1 – Avoidance of inappropriate development in high hazard areas To avoid new subdivision, use and development (except as provided for in Policy 11.3.4) of land in high hazard areas, unless the subdivision, use or development:</p> <p>(1) is not likely to result in loss of life or serious injuries in the event of a natural hazard occurrence; and</p> <p>(2) is not likely to suffer significant damage or loss in the event of a natural hazard occurrence; and</p> <p>(3) is not likely to require new or upgraded hazard mitigation works to mitigate or avoid the natural hazard; and</p> <p>(4) is not likely to exacerbate the effects of the natural hazard; or</p> <p>(5) is proposed to be located in an area zoned or identified in a district plan or Chapter 6 of the CRPS for urban residential, industrial or commercial use, at the date of notification of the CRPS, in which case the effects of the natural hazard must be mitigated.</p>	<p>As above. The necessary geotechnical assessments have been undertaken and have concluded the land is suitable for the plan change purpose.</p>

Chapter 12: Landscape	
<p>Objective 12.2.2 – Inconsistent identification and management Inconsistent identification and management of outstanding natural features and landscapes across the Canterbury region may result in the variable achievement of their protection from inappropriate subdivision, use and development. There is also potential for discrepancies in the protection of values which cross local authority boundaries.</p>	<p>There are no important regional landscapes affected by the proposed zoning of the land.</p>
<p>Policy 12.3.3 – Identification and management of other important landscapes Identifying and managing other important landscapes that are not outstanding natural landscapes, for natural character, historic cultural, historic heritage and amenity purposes.</p>	<p>(as above).</p>
Chapter 16: Energy	
<p>Objective 16.2.1 – Efficient use of energy Development is located and designed to enable the efficient use of energy, including:</p> <ol style="list-style-type: none"> (1) maintaining an urban form that shortens trip distances; (2) planning for efficient transport including freight; (3) encouraging energy-efficient urban design principles; (4) reduction of energy waste; <p>So that demand for distribution and transport infrastructure is reduced.</p>	<p>The development outcome is located to support a consolidated urban form that enhances the opportunities for and access to a range of transport modes. It will make efficient use of air freight and is predicated on energy efficient urban design principles.</p>

3. Table 2: Land Use Recovery Plan

<p>Section 3.3 Land Use Recovery Plan outcomes</p> <p>Direction and coordination</p> <p>(1) A clear planning framework directs where and how new development should occur so that it integrates efficiently and effectively with infrastructure programmes and avoids key hazards and constraints.</p> <p>(2) Servicing of land for housing and business and its release to the market keep pace with anticipated demand.</p> <p>...</p> <p>Business</p> <p>(9) ...</p> <p>(10) Key activity centres and neighbourhood centres provide for commercial activity needs and support rejuvenation of damaged areas.</p> <p>(11) Sufficient industrial business land is available to accommodate relocations and industrial sector growth.</p>	<p>The rezoning provides a clear planning framework for the development of the site.</p> <p>Key activity centres will not be affected by the rezoning.</p> <p>The recovery will provide for some industrial business land consistent with outcome 11.</p>
<p>Section 4.3 Providing for business</p> <p>The Land Use Recovery Plan works together with the Christchurch Central Recovery Plan to revitalise metropolitan greater Christchurch as the heart of a prosperous region. Together they will make metropolitan Greater Christchurch an attractive place for business by providing a business-friendly regulatory environment within a supportive regional policy framework.</p> <p>4.3.1 Provide for commercial needs</p> <p>Commercial floorspace (both office and retail) outside Christchurch central city must be made available in a way that complements the new compact city core.</p> <p>...</p> <p>4.3.2 Provide for industrial needs</p> <p>The Recovery Plan identifies greenfield priority areas for business (figure 4). To ensure there is sufficient and suitable industrial land for the</p>	<p>The report commissioned by MAIL concludes that office and retail uses on the site complement and do not affect the new compact city core.</p> <p>The rezoning is for a site identified as a priority area for business. Overall, this proposal implements the direction in the LURP that this site should be zoned for business uses. It provides certainty on the future use of the land.</p>

<p>recovery through to 2028, this land has been identified primarily for industrial use. The greenfield priority areas for business encompass over 900 hectares of land, including 343 hectares already zoned for this purpose. The areas are distributed across metropolitan greater Christchurch. Combined with other vacant industrial land in existing zones, the greenfield priority areas will be sufficient to meet future demand, as well as allowing for choice of location and market competition. The land will provide for:</p> <ul style="list-style-type: none"> • ongoing industrial business relocations • anticipated industrial growth, including the growth of sectors involved in recovery • a range of industrial activities in a variety of geographic areas. <p>The Recovery Plan recognises that some types of commercial businesses – for example, yard based retailing – may also be appropriate in these areas.</p>	<p>The report by Telfer Young concludes that there is more than adequate greenfields business land available in the north-west of Christchurch for light industrial such that provision for other activities on the MAIL site will not affect industrial land supply. The best use for the site is a mix of office, retail, travellers' accommodation and technology uses.</p> <p>When considered as a whole, the greenfields business land will be primarily used for industrial uses. Even if the entire MAIL site were used for commercial uses that would only be some 6% of the greenfields business land.</p> <p>The MAIL site is a particularly appropriate site for business activities not otherwise in the Central City, Key Activity Centres.</p> <p>The rules will deliver a high amenity business and innovation park.</p>
<p>Action 24 Christchurch City Council district plan review</p> <p>Christchurch City Council to enable in the next review of its district plans the following measures:</p> <p>...</p> <p>Greenfield priority areas for business</p> <p>...</p> <p>viii. an integrated approach to greenfield priority areas for business that are located near Christchurch Airport</p> <p>...</p> <p>x. thresholds for commercial activities in greenfield priority areas for business where these are considered necessary to avoid reverse sensitivity effects or effects on the viability of key activity centres.</p>	<p>The assessments informing this plan change have regard to other rezoning in the vicinity of the airport where appropriate.</p> <p>The rules specifically provide for thresholds to avoid adverse effects on the CBD, key activity centres and neighbourhood centres.</p>

4. Table 3: Regional Land Transport Strategy 2018-2048

The relevant targets and vision for Greater Christchurch are identified below.

Regional Land Transport Strategy	
Equitable access for all the community	The site is accessible by the full range of transport options
Safety <ul style="list-style-type: none"> – Public Health – Environmental Sustainability and Infrastructure 	Road safety will be improved through better access, road and footpath upgrading and accessible off-street parking.

Public Health	The site is accessible by all modes of transport with good access to recreation and amenities.
Environmental Sustainability and Infrastructure	No infrastructure is compromised.
Integration with land use	Proposed land use on the site has been subject to a detailed analysis in terms of integration with the transport network

5. **Table 4: Relevant Objectives and Policies, Operative Christchurch City Plan**

Christchurch City Plan	Assessment
<p>Section 3 - Energy</p> <p>Objective 3.1 : Energy Conservation</p> <p>The efficient use of energy, in both supply and consumption, whilst promoting the development of alternative renewable energy sources.</p> <p>Policy 3.1.2 : Renewable Energy Sources</p> <p>To encourage the development and use of renewable energy sources.</p> <p>Policies 3.1.3-3.1.5 : Energy Efficiency</p> <p>3.1.3 To promote energy efficiency through: (a) Urban consolidation; and (b) Waste minimisation.</p> <p>3.1.4 To encourage energy efficiency in transportation.</p> <p>3.1.5 To minimise energy use through improved building design.</p>	<p>The rezoning will promote energy efficiency through the process of urban consolidation and access to a range of transport modes. The site is highly accessible to public transport and will provide for improved cycle and pedestrian opportunities.</p>
<p>Section 4 - City Identity</p> <p>Objective 4.1 : Form</p> <p>The maintenance and enhancement of natural and physical features and characteristics contributing to the distinctive form of the City.</p>	<p>Section 4 is directed at retaining and growing those elements of the natural, physical and social environment which support and enhance the identity of the City. The plan change will deliver a unique built and landscaped environment and an outstanding work environment.</p>
<p>Objective 4.2 : City Amenity</p> <p>A pleasant and attractive City.</p> <p>Policy 4.2.1 : Tree Cover</p> <p>To promote amenity values in the urban area by maintaining and enhancing tree cover present in the City.</p> <p>Policy 4.2.3 : External Appearance of Buildings</p> <p>To promote, and where appropriate ensure the harmony and compatibility of buildings. Policy</p>	<p>The specific rules proposed will result in a significantly higher amenity outcomes than the general Industrial park rules. They include specific controls on building design and appearance.</p> <p>The controls proposed by MAIL specifically take into account the need to ensure this high profile site has appropriate levels of amenity.</p>

<p>4.2.6 : Landscape Design</p> <p>To enhance the landscape quality of the City and encourage sensitive landscape design and the retention of appropriate vegetation and new planting.</p> <p>Policies 4.2.7-4.2.8 : Public Safety</p> <p>4.2.7 To encourage public safety in the design and layout of development, particularly of public open space and facilities.</p> <p>4.2.8 To ensure that the safety of people and communities is not adversely affected by the development of fortified sites.</p> <p>Policies 4.2.9-4.2.11 : Sound Levels – Impacts of Noise</p> <p>4.2.9 To achieve a low ambient level of noise in the city and the protection of the environment from noise that can disturb the peace, comfort or repose of people to the extent necessary to avoid, remedy or mitigate unreasonable levels of social.</p> <p>4.2.10 In achieving satisfactory ambient sound levels, to take account of the receiving environment and its sensitivity to noise intrusion.</p> <p>4.2.11 To provide maximum acceptable sound levels to:</p> <ul style="list-style-type: none"> – Enable uses emitting noise to design activities, including at source noise attenuation structures, to reach the desired ambient levels, and – Enable recipients to protect themselves against such levels. <p>Policy 4.2.14 : Glare</p> <p>To address the adverse effects of glare caused by lighting or where practicable reflection, on the amenities of the surrounding environment.</p>	<p>Public safety is promoted with integration to the public open space network through new walking, cycleway and open space links. The activity is passive and no adverse noise impact will result.</p> <p>The activity will be subject to the established noise controls for the Industrial Park zone and in particular where those zones adjoin more noise sensitive zones or activities.</p> <p>No adverse effect will result and the relevant glare standards for the Industrial Park zone will apply.</p>
<p>Section 5 – Tangata Whenua</p> <p>Objective 5.1 : Maori and Their Resources</p> <p>To recognise the importance of, and provide for, the relationship of Maori, their culture and traditions with ancestral lands, waters, sites, waahi tapu and other taonga.</p>	<p>There are no identified places of special significance to the Tangata Whenua. Regard has been had to the importance of groundwater quality, and wastewater disposal will be by way of the City reticulation system.</p>
<p>Overall Objective for Christchurch (Planning for a Sustainable Christchurch)</p>	<p>The assessment of effects and s32 assessment identify the rezoning of the</p>

<p>The sustainable management of the natural and physical resources of the Christchurch environment.</p>	<p>site to a site specific Industrial Park zone as the most sustainable way to manage natural and physical resources in terms of providing for new urban development.</p>
<p>Section 6 – Urban Growth</p> <p>Urban growth objective (Urban Growth)</p> <p>Urban development patterns that promote sustainable resource management</p> <p>6.1 Objective : Urban consolidation</p> <p>To accommodate urban growth with a primary emphasis on consolidation.</p>	<p>Consolidation does not necessarily entail containment of the City within its present urban boundaries, but does emphasise a compact pattern of development, in contrast to isolated and dispersed patterns of urban growth into what are currently rural areas. The proposed rezoning provides for urban consolidation and will avoid areas with less desirable locational and strategic benefits.</p> <p>The rezoning will avoid unnecessary use of natural and physical resources at other locations less appropriate for business growth, thereby retaining options for future generations.</p>
<p>6.2 Objective : Business activity and urban growth</p> <p>Patterns of land use that promote and reinforce a close proximity and good accessibility between living, business and other employment areas.</p>	<p>The spatial relationship between the site and areas of residential, recreation and other activities is appropriate. There is a residential area to the east, which while protected from the effects of business activity, has a close enough locational advantage to offer highly accessible employment and transport options.</p> <p>The site has good access to public transport and strategic infrastructure.</p>
<p>6.2.3 Policy : Industrial activity</p> <p>To promote industrial activities within the existing urban area, through development of vacant land and re-use of existing vacant premises, whilst ensuring that such activities requiring a rural location are of a scale compatible with the dominant rural character.</p>	<p>The rezoning will enable development of vacant land, which is now within the existing urban area.</p>
<p>6.3A and 6.3B Objectives : Peripheral urban growth</p> <p>Peripheral urban development of a scale and character consistent with a primary emphasis on urban consolidation; which avoids, remedies or mitigates adverse impacts on water, versatile soils, significant amenity values and other natural resources; and which makes efficient use of physical infrastructure.</p>	<p>The proposed rezoning will encourage consolidation and will avoid areas with less desirable locational and strategic benefits or areas of rural land with fewer limitations than the proposed site.</p>
<p>6.3A.1 Policy : Urban boundary</p> <p>To ensure peripheral urban growth does not occur in a form detached from current urban boundaries, or which promotes a dispersed and unco-ordinated pattern of development.</p>	<p>The site is within the existing urban boundary. The rezoning provides for a co-ordinated pattern of development.</p>
<p>6.3A.2 Policy : Infrastructure costs</p>	<p>The need for upgrading of sewer</p>

<p>To encourage growth in areas (and in a manner), that ensures that any adverse effects on the roading network can be avoided or mitigated, and the costs of providing public infrastructure are minimised; and that costs attributable to particular developments are met by the developer.</p>	<p>infrastructure has already been identified by the Council and is planned for.</p>
<p>6.3A.4 Policy : Versatile soils</p> <p>When considering the sustainability of urban expansion into rural areas, it shall be assessed in accordance with Policy 2.1.1.</p>	<p>The soils on the site are not so significant in terms of area that they require retention for agriculture.</p>
<p>6.3A.6 Policy : Hazards</p> <p>To ensure that development is avoided, or limited in scale or density in areas subject to natural and other hazards, particularly flooding, erosion, or potential sea level rise, unless these hazards can be adequately remedied or mitigated.</p>	<p>There are no known natural hazards with respect to flooding, erosion or sea level rise. The site is unlikely to be subject to liquefaction risk as discussed in the geotechnical assessment.</p>
<p>6.3A.7 Policy : Airport operations</p> <p>To discourage noise-sensitive activities within the 50 dBA Ldn noise contour around Christchurch International Airport.</p>	<p>The site is located between the 50 and 55 dBA air noise contours. A business zone is a less sensitive activity in terms of reverse sensitivity and the zoning will complement commercial operations being located next to a major transport hub. Requirements for acoustic insulation of guest accommodation are included in the proposed provisions.</p>
<p>6.3A.8 Policy : Incompatible rural activities</p> <p>To have regard to the presence of any incompatible activities in the rural area in assessing urban growth proposals.</p>	<p>There will be no conflict with any rural activity.</p>
<p>6.3A.9 Policy : Urban extensions</p> <p>To promote a range of incremental extensions to the urban area distributed over a number of peripheral locations, rather than a major extension in any one area.</p>	<p>The proposal is an incremental extension to the urban area and is within the metropolitan urban limit.</p>

<p>6.3A.10 Policy : Boundaries of urban extensions</p> <p>To prefer peripheral development which is contained, at least in part, by a well-defined barrier to further outward extension for urban development.</p> <p>6.3A.12 Policy : Rural-urban interface</p> <p>To reinforce the consolidation of the urban area by:</p> <ul style="list-style-type: none"> (a) improving the landscape quality of the rural-urban interface; (b) establishing a transition of low density housing, open space or esplanade reserves, adjacent to the urban boundary, particularly where no clear physical boundary to urban growth exists; and (c) encouraging the planting of suitably located trees on the urban-rural interface, to create a high standard of amenity, and to better define and improve the quality of the urban edge of the city. 	<p>There is a defined physical edge to the north, west and south of the site.</p> <p>The site is within the urban limit.</p>
<p>Section 8 – Utilities</p> <p>Policy 8.1.1 – Areas for New Development</p> <p>To ensure that possible areas for new development:</p> <ul style="list-style-type: none"> (a) are readily able to be serviced; and/or (b) are located in identified areas where the Council will meet the costs of major works (to be recovered from developers as development proceeds); and/or (c) are located in other areas, provided the full costs of upgrading reticulation systems attributable to that development are paid for by the developer, and that an efficient pattern of development is promoted. 	<p>The assessment by Davie Lovell Smith identifies that the site is able to be serviced by reticulated systems and that the necessary upgrades to wastewater infrastructure are programmed.</p>
<p>Section 12 – Business</p> <p>Business objective</p> <p>A distribution, and diverse range, of business environments which meet the social and economic needs of the wider community, while avoiding, remedying or mitigating the potential adverse effects of their activities within the immediate area, and on the broader surrounding environment.</p>	<p>The site has been identified as appropriate for business use through the Land Use Recovery Plan and the Regional Policy Statement.</p>

<p>12.1 Distribution objective: Distribution of Business Activity</p> <p>A distribution, scale and form of business activity which meets the economic needs of businesses, provides the community with convenient access to goods, services and opportunities for social interaction, and which:</p> <ul style="list-style-type: none"> (a) is able to be efficiently serviced by infrastructure, including water, effluent disposal and roading; (b) encourages in appropriate circumstances: <ul style="list-style-type: none"> • accessibility, by a variety of modes of transport, to centres providing a wide range of public and private services and facilities; and (c) manages the adverse effects of business activities on the environment, including: <ul style="list-style-type: none"> • maintaining or improving the safety and efficiency of the road network and related systems for all users (including public transport, pedestrians and cyclists), and minimising unnecessary trip generation; • maintaining the amenity of residential and other sensitive environments (including local roads); • ensuring the function, vitality and amenity of those existing centres that provide a wide range of public and private services and facilities to the community will not be significantly affected by new retail activity; and • minimising contamination, pollution, odour, hazardous substances, noise and glare. 	<p>The rezoning of the site will promote the social and economic wellbeing of the community.</p> <p>All infrastructure can be provided and the adverse effects of the activity (to the extent they exist) will be mitigated through the ODP and site specific rules. The quality of the surrounding environment will be maintained and potential for contamination will be appropriately managed.</p> <p>The land is highly accessible to all modes of transport and will ultimately improve the local transport network environment. The nearby rural environment will be maintained and the outcome will contribute amenity to the community in terms of open space, walkway and cycleway access links and amenities.</p>
<p>12.1.1 Policy: Management of Business Activity</p> <p>To differentiate and manage various types of business activities both on the basis of the nature of the activity, and the potential local and strategic effects of their operations. This is to be achieved principally by distinguishing between commercial and industrial activities and enabling these activities to locate within particular zones, at a scale and with environmental standards which reflect their location and role.</p>	<p>In this policy, reference to 'strategic' effects refers to effects that may be received beyond the immediate or local environment (such as effects on the road network or on a distant commercial centre). In establishing the proposed zone, the main considerations were:</p> <ul style="list-style-type: none"> – the type of effects that business activities are likely to generate; – the interface between them, the transportation network and adjacent zones; and – the role, function and distribution of business activity in relation to the overall urban form of the City. <p>The types of environmental effects associated with the plan change are discussed in the AEE. The role and function of the zone in relation to the overall urban form of the City is</p>

	<p>appropriate. Retail, office, research and technological innovation centres are commonly carried out in outer (not central) business zones, where the density and scale of activity and built form is lower density than for example in the central city. The provisions of the site specific Industrial Park zone allows for the proposed activities to locate close to strategic transport infrastructure (airport and SH1) without having any adverse effects on that strategic infrastructure.</p>
<p>Section 13 – Rural</p> <p>Rural Objective The sustained potential of land soil, water and infrastructural resources in the rural area to support life and to meet reasonably foreseeable future rural and urban needs.</p> <p>Objectives : The rural land and soil resource</p> <p>13.1(a) That the rural land and soil resource be managed to:</p> <ul style="list-style-type: none"> • enable rural resources to continue to be used for a variety of rural activities, while recognising their operational needs and the potential environmental effects of such activities; • provide scope for the appropriate establishment or extension of urban activities; and • retain the stability and character of rural soils, and the life supporting capacity of the soil resource, including the potential for primary production, and to safeguard natural values. 	<p>The rezoning will rezone an area of Rural 5 Zone land to a site specific Industrial Park. Retention of the rural zone is inconsistent with both the RPS and the LURP.</p>

6. Table 5: Likely Notified Christchurch Replacement District Plan

Likely notified replacement plan	Assessment
<p>Industrial Chapter</p> <p>Objective 1:</p> <p>The rezoning and economic growth of the districts' industry are supported and strengthened in existing and new greenfield industrial zones.</p>	<p>The rezoning will enable business development which is within the urban limit and a priority greenfields business land site.</p>
<p>Policy 1: Maintain a sufficient supply of industrial land</p> <p>Maintain a sufficient supply of industrial zoned land to meet future demand up to 2028, having regard to the requirements of different industries, and to avoid the need for industrial activities to locate in non-industrial activities.</p> <p>Method</p> <p>Rezone land to meet anticipated demand while also providing choice in location.</p>	<p>The rezoning will enable industrial activities over most of the site.</p>
<p>Policy 3</p> <p>Recognise and provide for industrial zones with different functions that cater for a range of industrial activities depending on their needs and effects as follows:</p> <p>(a) Industrial General Zone</p> <p>(i) recognise and provide for industrial activities that can operate in close proximity to more sensitive zones due to the nature and limited effects of activities including noise, odour, and traffic.</p> <p>(b) Industrial Heavy Zone</p> <p>(i) recognise and provide for industrial activities that generate potentially significant effects, including relatively high levels of noise, odour, heavy traffic movements, and the presence of significant amounts of hazardous substances, necessitating separation from more sensitive land use activities.</p> <p>(c) Industrial Park Zone</p> <p>(i) recognise and provide for industrial activities in the high technology sector and other industries in a high amenity environment dominated by open space and landscaping, and that generate higher volumes of traffic than other industries</p>	<p>The site will be a site specific high amenity Industrial Park zone which will enable a range of activities, and will ensure that effects are properly controlled.</p>

<p>while having negligible effects in terms of noise, odour or the use and storage of hazardous substances.</p>	
<p>Policy 4: Activities in industrial zones</p> <p>(a) Maintain and support the function of industrial zones while providing for limited non-industrial activities that:</p> <p>(i) are ancillary in scale and on the same site as permitted activity;</p> <p>(ii) are not appropriate in more sensitive environments due to their potential noise, odour or other environmental effects;</p> <p>(iii) comprise yard based or trade suppliers in the Industrial General Zone;</p> <p>(iv) provide an emergency service which may generate adverse effects; or</p> <p>(v) support the needs of workers and businesses in the zone for food and beverages, commercial services, and the care of children.</p> <p>(b) Avoid any activity in industrial zones with the potential to hinder the establishment or ongoing operation of industrial activities.</p> <p>(c) Avoid the use of industrial zones for non-industrial activities that could adversely affect the strategic role of the Central City, District, and Neighbourhood Centres as focal points for commercial, community, residential, and other activities.</p>	<p>A range of non-industrial activities are proposed. They will provide for:</p> <ul style="list-style-type: none"> • Food and beverage outlets to serve the needs of workers and visitors in the area. • Emergency service facilities and other non-industrial activities that may be inappropriate in other locations and that serve the community. • Ancillary and stand alone retail and office activities, limited to ensure that potential adverse effects on the Central City, District and Neighbourhood Centres will be avoided. <p>The range of activities identified are considered appropriate for the site in addressing the policy while recognising the particular character and constraints of the site, in particular its high profile location and surrounding land uses.</p>
<p>Policy 5: Office Development</p> <p>Avoid office development in industrial areas other than where it is:</p> <p>(a) ancillary to a permitted activity on the same site.</p> <p>(b) located in the Industrial Park zone while supporting the function of the zone for primarily industrial activities seeking a park like environment.</p>	<p>Provision for a larger amount of office floorspace in the Industrial Park zone (up to 5,000 m² of stand-alone offices, in addition to ancillary office floorspace) is to acknowledge the nature of some businesses such as Information Technology, which have a larger office component as well as secondary businesses that benefit from close proximity to the airport and industrial and commercial activity (agglomeration).</p> <p>The level of offices proposed will ensure that there are no effects on centres, particularly the CBD, and will ensure that industrial land is used for primarily industrial purposes.</p> <p>The proposal:</p> <ul style="list-style-type: none"> • Supports Objective 1 of the Commercial chapter by not allowing for the development of an inappropriately large scale office activities in industrial zones, thereby supporting a distribution of office (and retail) activities in centres, particularly the Central City and KACs.

	<ul style="list-style-type: none"> • Is consistent with operative CRPS Objective 5.2.1, proposed CRPS Objective 6.2.5 and Policy 6.3.6. • Does not prevent the Plan's ability to provide for a range of commercial activities to meet the city's business and employment needs.
<p>Objective 2: Managing Effects</p> <p>(a) Adverse effects of industrial activities and development on the environment are avoided, remedied or mitigated and the level of amenity anticipated in the adjoining zone is not adversely affected by industry.</p> <p>(b) Industrial sites visible from the road have a higher level of visual amenity particularly the Industrial Park Zone on the corner of Memorial Avenue and Russley Road, Industrial General Zone (North Belfast) and Industrial Heavy Zone (South West Hornby) that are in highly prominent locations and act as gateways to the City.</p> <p>(c) The cultural values of Ngāi Tahu/manawhenua are recognised, protected and enhanced through the use of indigenous species in landscaping and tree planting, a multivalued approach to stormwater management in greenfield areas, and the protection and enhancement of waahi tapi and waahi taonga including waipuna.</p>	<p>The objective is achieved through the outline development plan and zone rules, including provision of setbacks and controls on built form.</p>
<p>Policy 8: Improve visual amenity</p> <p>(a) Development shall enhance the visual amenity of industrial sites along street frontages through landscaping and tree planting, and the location of the office component of the industrial activity on the street frontage, while providing for passive surveillance of public space.</p> <p>(b) To encourage the use of indigenous species, appropriate to the local environment, in landscaping and tree planting to recognise the cultural values of Ngāi Tahu/manawhenua.</p> <p>(c) Maintain and enhance the amenity values of Memorial Avenue and its function as a war memorial and visitor gateway through well designed buildings, limited signage and significant setbacks and landscaping.</p> <p>(d) Enhance the visual amenity at gateways to the city through well setbacks and landscaping in the Industrial Heavy Zone (South West Hornby) and also well</p>	<p>The plan change provides for environmental benefits by supporting improvements to visual amenity at the interface with the road environment and more sensitive zones, and contributes to the enhancement of city-wide amenity.</p> <p>The following requirements provide for a higher level of visual amenity at the interface with public space and adjoining zones that would otherwise be the case:</p> <ul style="list-style-type: none"> • offices at the front of buildings facing the street • no industrial or warehousing activities adjacent to Memorial Avenue and Russley Road • design and amenity assessment required for buildings within 50m of Memorial Avenue, Russley Road and Avonhead Road • no outdoor storage within setbacks • car parking to be to the side or rear of a building <p>Tree planting and landscaping has wider</p>

<p>designed buildings in the Industrial General Zone (North Belfast).</p>	<p>environmental benefits beyond screening, e.g. carbon sink/mitigates noise, heat and dust/biodiversity.</p>
<p>Policy 9: Development in greenfield areas</p> <p>(a) To achieve environments in greenfield priority areas with larger setbacks and landscaping, reflecting their location at the interface with adjoining rural zones and in prominent locations, some of which act as gateways to the city.</p> <p>(b) Manage the development of greenfield areas in a manner aligned with the delivery of infrastructure including upgrades to networks, to avoid adverse effects on networks serving these areas.</p>	<p>Larger landscaped setbacks are required on the prominent edges of the zone. The approach is efficient and effective in targeting specific provisions to the boundaries with public space, i.e. roads, and adjoining the rural environment.</p> <p>The plan change provides for environmental benefits by supporting improvements to visual amenity at the interface with the road environment and more sensitive zones. It will contribute to the enhancement of city-wide amenity and provide a higher amenity environment for business and employees.</p>
<p>Policy 10: Managing effects on the environment</p> <p>(a) The effects of development and activities in industrial zones, including visual, noise, glare and other effects, are avoided, remedied or mitigated through the location of uses, landscaping, acoustic treatment, and screening.</p> <p>(b) The scale and form of buildings reflects the surrounding built form of industrial areas while minimising visual effects on more sensitive zones.</p> <p>(c) The use and storage of hazardous substances and quantity of wastewater discharged in areas over unconfined or semi-confined aquifers is restricted to minimise any risk of contamination.</p> <p>(c) The cultural values of Ngāi Tahu/manawhenua are recognised through the protection of waahi tapi and waahi taonga, including waipuna, from the adverse effects of development.</p> <p>(e) Development is designed and laid out to promote a safe environment and reflects principles of Crime Prevention through Environmental Design (CPTED).</p>	<p>Limiting the scale and form of the development at the interface with more sensitive zones supports Objective 2(a) of ensuring that the level of amenity anticipated in the adjoining zone is not compromised by industry.</p> <p>The requirement for a minimum percentage of a site to be landscaped promotes the outcome of a park-like setting.</p> <p>Development of the urban design approach to the site, resulting in the outline development plan and rules, has been directed to addressing the matters identified in this policy.</p>

<p>Policy 11: Managing stormwater</p> <p>Ensure that stormwater is managed in a way that:</p> <ul style="list-style-type: none"> (a) supports a multivalued approach, using swales, wetlands, infiltration and retention basins having regard to the location and environmental constraints; (b) is integrated within a wider network, reflecting a catchment based approach; (c) limits the stormwater discharge to waterways through the use of retention facilities, storage tanks and/or rainwater harvesting, to reduce the risk of flooding; (d) improves water quality; (e) reduces the potential for birdstrike risk to aircraft. 	<p>Identification of stormwater management areas and rules regarding standing water provide for the matters raised in this policy. The report by Davie Lovell Smith confirms that methods are available for appropriate stormwater treatment and disposal within this framework.</p>
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7. Conclusions

In summary, the rezoning seeks to establish a site specific Industrial Park (Memorial Avenue) zone on Rural 5 zoned land directly adjoining existing urban land. It is within the urban limit and required to be zoned for business use in the LURP and the RPS. The Replacement Plan anticipates that an Industrial Park zone will be an effective and efficient instrument to provide for a low density development in a location close to other businesses (the Airport) as well as residential employment areas. However, the plan change goes further than many of the Industrial Park provisions for business activity areas in respect of providing a range of additional rules which will protect the rural, residential and commercial amenity of the surrounding area, be integrated with the transport network and not impose costs on infrastructure. It will establish a built outcome and work environment of high value and importance to the wider national economy by including appropriately constrained provisions for office and retail uses. Accordingly, the rezoning proposed will meet the relevant objectives of the anticipated Replacement Plan, the operative City Plan, the Regional Policy Statement, the Land Use Recovery Plan and the Regional Land Transport Strategy at a high level.