

# **Draft Greater Christchurch Spatial Plan**

**Reporting Officers' Response to Questions  
from the Hearing Panel on Hearing Day 7 -  
Thursday 16 November**

**21 November 2023**

## Introduction

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This post hearing report provides Reporting Officer (the Officers) responses to questions and clarifications raised from the Hearings Panel during the Officers 'right of reply' on the 16 November 2023.

Provided at **Appendix A** to this report is an updated 'Mark up' version of the Draft Spatial Plan from that one originally provided with the Officers Response to written questions. This version includes all amended maps to align with Officer recommendations to date. This includes the change to Map 10 to clearly show the Outstanding Natural Landscapes (see point 3 below).

The only other additional recommendation included is the change to Figure 9, which is explained at point 5 below.

Other than the above, Appendix A remains unchanged from that provided with the Reporting Officers' Response to written questions dated 14 November 2023.

## Reporting Officers Response

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### 1. What are the widths of the designations over the rail corridors in each district?

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The designation width of the heavy rail corridor across the three districts is hugely varied:

- Waimakariri, South of Rangiora Station: the widest point is approx. 78m (Lineside and Mulcocks Rd) and the narrowest point is on the Lineside stretch and is approx. 10m.
- Christchurch City: The widest point is around the middle of the Matipo Street yard and is approx. 250m wide and the narrowest point is around the yard in Sockburn and is approx. 5m wide.
- Selwyn, North of Rolleston Station: both the widest point and narrowest point of the designation are at the Midland Line and Main South Line Intersection (15m-300m).

The Hearing panel discussion revolved around whether the designation should future proof the existing heavy rail corridor for a metropolitan commuter rail service. With the level of detail, we have been able to obtain about the current designation widths, officers cannot advise one way or another, whether it would be sufficient or not. In order to fully future proof this corridor, more work would be needed and having enough width for double tracking would only be one factor to be considered.

There are many existing and ongoing studies/processes that would provide greater clarity to how existing heavy rail infrastructure could be utilised for commuter services. These include:

- a. Intra-regional public transport programme business case, as suggested to be considered for inclusion in the Regional Land Transport Plan<sup>1</sup> - note that this focuses on the potential role

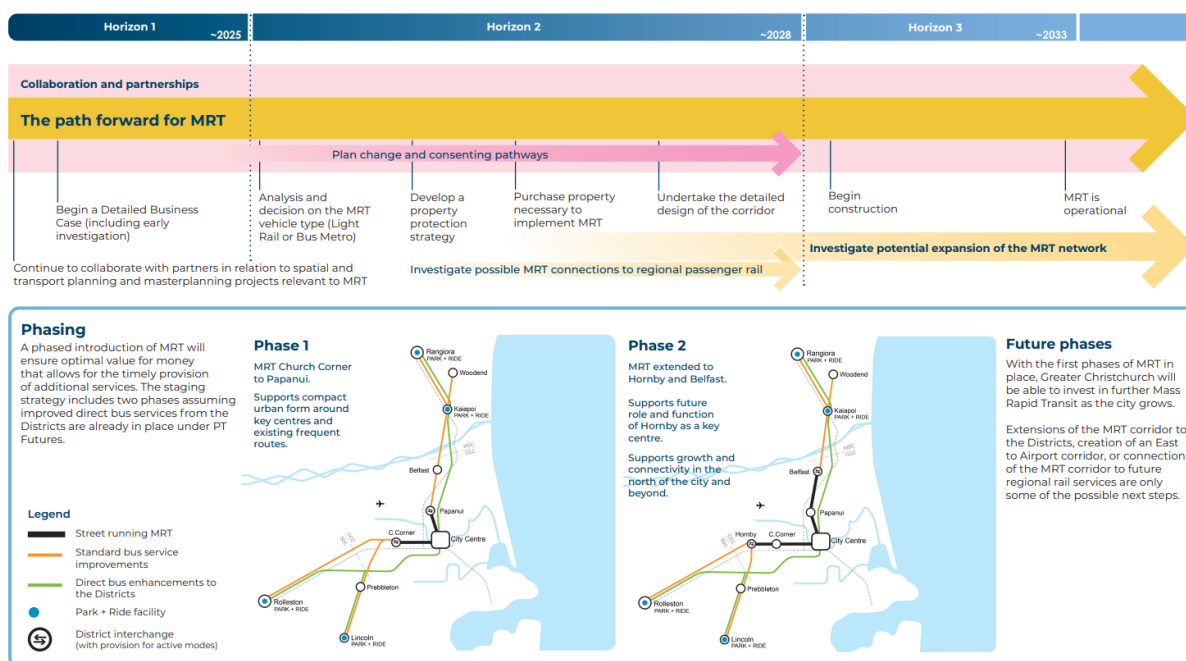
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<sup>1</sup> This relates to Q22 of the Officers Response to written questions. This is to consider an intra-regional service beyond the Greater Christchurch Area and is not a separate business case to consider passenger/commuter rail into the City as an alternative to MRT

of rail in improving access and supporting planned growth beyond Rolleston and Rangiora, as far as Amberley and Timaru. It has been noted that given the high cost of commuter rail relative to its near-term expected benefits, enhancing the existing direct bus service offering and continuing to progress street-running MRT should be prioritised ahead of a commuter rail service. The Canterbury Regional Council can monitor growth on these direct bus services to right-time progressing any plans for passenger rail.

- b. Phase Three of the Mass Rapid Transit investigations – as per Figure 1 (from the MRT IBC non-technical summary document), options are left open for future phases of the MRT project and there will be an opportunity to investigate supplementary infrastructure, services and additional lines, and
- c. KiwiRail Rail Network Investment Programme (RNIP) - the national prioritisation process for investment in rail across the country, sets out planned network maintenance, management, renewal and improvement work on the national rail network.

Figure 1 - Phase Three of the Mass Rapid Transit investigations



Determining the form and function of the heavy rail corridor into the future is a role of the regional transport committee and there is insufficient information for the spatial plan to make a clear signal at this stage.

## 2. Where could commentary be made in the Spatial Plan on issues arising from the effects of rural activities on urban areas.

The Hearing Panel discussed how the Spatial Plan may be able to reflect that the effects of rural activities on the urban environment, in particular residential areas, need to be considered in balance with protecting activities in the rural areas from urban encroachment.

The Officers have considered where this may best be reflected in the Spatial Plan, should the Hearing Panel wish to include something. It is acknowledged that commentary around this issue does not fit

easily into the document given its urban growth focus. However, should the Hearing Panel wish to include some reference then the Officers consider that this could be included as follows<sup>2</sup>.

1. Additional text added to the explanation of the Officers recommended new direction 5.4<sup>3</sup> as follows:

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

*Explanation:*

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

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

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

2. Additional text to the first paragraph under direction 3.5<sup>4</sup>

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

### **3. Map 10 – Highlighting the Outstanding Natural Landscapes and Outstanding Natural Features clearly.**

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Outstanding Natural Landscapes (ONLs) and Outstanding Natural Features (ONFs) are two of the GIS layers included under the heading 'Protected Places, Landscapes and Features' in the legend, and

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<sup>2</sup> As this is to support the Hearing Panel in their consideration of whether to address this issue it has not been included as a change in the 'Mark up' version attached to this report.

<sup>3</sup> Page 77 of the 'Mark Up' version provided with Officers Question Response and Appendix A to this report.

<sup>4</sup> Page 58 of the 'Mark Up' version provided with Officers Question Response and Appendix A to this report.

shown by the blue cross-hatch on Map 10. For simplicity, areas identified as ONL and ONFs, or similar in the three districts, were combined and referred to as 'Natural Landscape' in the legend.

The Hearing Panel asked if Outstanding Natural Landscapes could be identified separately from the other 'Natural Landscape' Features.

Map 10 has been updated to reflect this, using an insert, in the 'Markup Version' at Appendix A. The acknowledgement of this change has been added to the 'red' amendment table under Map 10 and highlighted blue to reflect that the change occurred through this post hearing response.

In addition to this, Officers recommend that ONFs should also be added to the insert on the amended Map 10. The updated Map 10 in the 'Markup Version' at Appendix A also includes ONFs to reflect this Officer recommendation.

#### **4. Provide Footnotes for clarity on the sufficiency tables for residential and commercial.**

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The Hearing Panel requested that Rodney Yeoman, Formative Limited, provide footnotes to clarify the capacity numbers in Tables 2<sup>5</sup> and 4<sup>6</sup>

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

Clarification was sought on the long-term capacity for Christchurch City, particularly given it was the same number as the medium-term capacity.

It is recommended the footnote below be used and referenced against the Long-Term heading as shown with the red circle in the table below.

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

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<sup>5</sup> Page 62 of the 'Mark Up' version provided with Officers Question Response and Appendix A to this report.

<sup>6</sup> Page 73 of the 'Mark Up' version provided with Officers Question Response and Appendix A to this report.

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

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

Clarification was sought on the long-term capacity for Christchurch City Commercial land sufficiency in relation to the point that the sufficiency numbers did not include redevelopment potential and work was under way to consider this.

It is recommended the footnote below be used and referenced against the Long-Term heading as shown with the red circle in the table below.

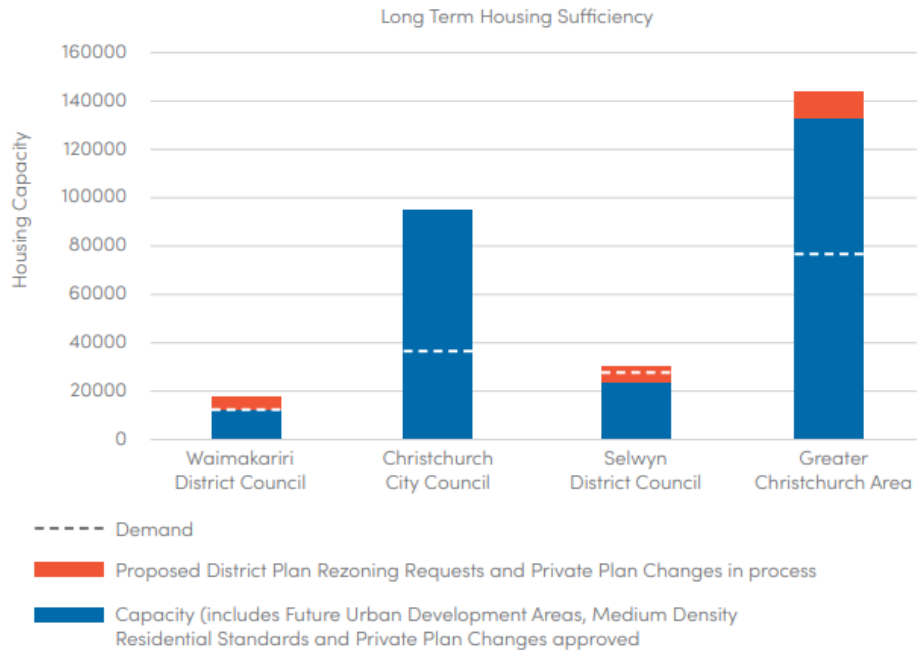
*“The NPS-UD guidelines suggest that councils undertake a stock take of vacant land, the capacity shown in the table includes vacant capacity which is based on the most recent field surveys undertaken by each council. Also, the guidelines suggest that “larger, more urbanised areas could also investigate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

	Feasible capacity		Demand with margin		Surplus / Shortfall	
	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)	Medium term (0 – 10 years)	Long term (0 – 30 years)
Waimakariri	36ha	63ha	12ha	32ha	24ha	31ha
Christchurch	102ha	102ha	85ha	212ha	17ha	-110ha
Selwyn	19ha	30ha	18ha	50ha	1ha	-20ha
<b>Total</b>	<b>157ha</b>	<b>195ha</b>	<b>115ha</b>	<b>294ha</b>	<b>42ha</b>	<b>-99ha</b>

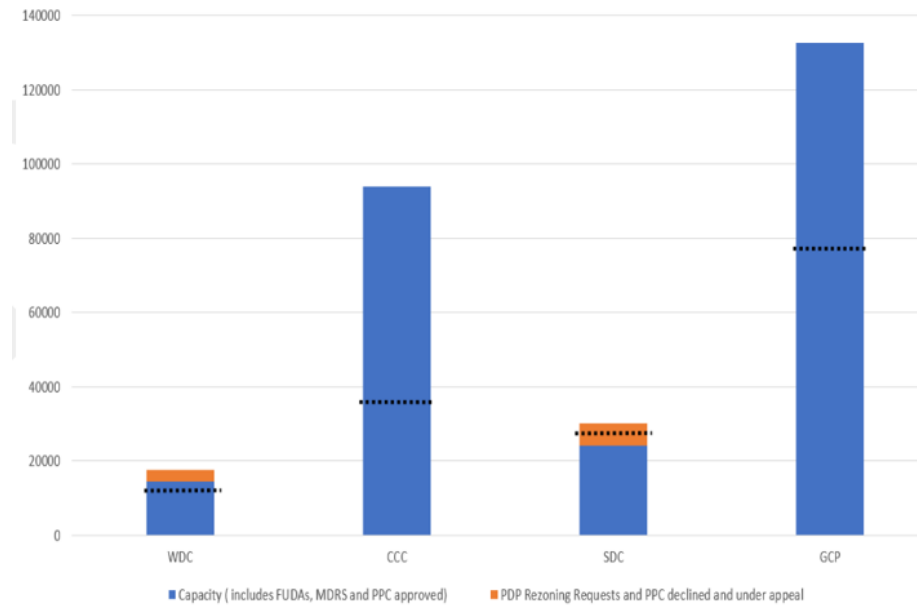
## 5. Figure 9 Sufficiency of housing development capacity to meet projected demand (2022 - 2052)

During the Hearing the Panel questioned why Figure 9 in the version of the Draft Spatial Plan<sup>7</sup> published for consultation had an orange ‘cap’ to the fourth column, whereas the Officers ‘Mark up’ version<sup>8</sup> did not. A comparison of each is provided below:

### Notified Version



### Officer ‘Mark Up’ version



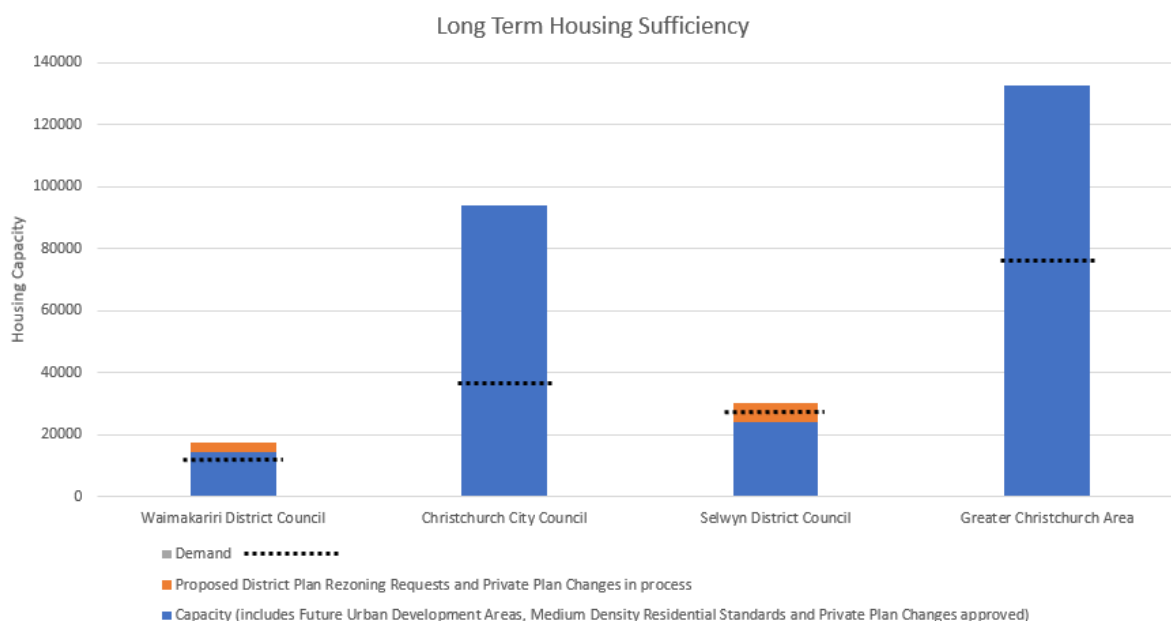
<sup>7</sup> Page 69 of the ‘notified’ Spatial Plan

<sup>8</sup> Page 62 of the ‘Mark Up’ version provided with Officers Question Response and Appendix A to this report.

The answer given on the day as to why there was a difference was that the fourth column in the 'Mark up' Version was only showing plan changes that had been approved at the time. The orange 'caps' on the Waimakariri District Council (WDC) and Selwyn District Council (SDC) columns (1 and 3) represent the rezoning requests and Private Plan changes declined and under appeal (so less certain to become capacity).

The change to Figure 9, compared to that in the 'Mark up' version, came about through the design phase of the notified version, hence the difference in appearance. It is an error in the 'notified' version that there is an orange 'cap' on the fourth column.

To rectify this error Officers, recommend that Figure 9 be amended to reflect the following table:



This has been included in the 'Mark up' version at Appendix A to this report.

It's important to note that in improving the accuracy of this graph that the demand line of WDC sits lower than that indicated in the 'notified' version. This is to reflect the 'Mark up' version, which is correct, and acknowledges that there is sufficient long-term capacity in WDC.

It is acknowledged that since the creation of Figure 9 and the 'notification' of the draft Spatial Plan that some of the Proposed District Plan Rezoning Requests and Private Plan Changes (represented by the orange caps) have been concluded. Officers do not recommend that the Figure 9 is updated as this figure reflects the assessment and numbering in the Housing Capacity Assessment which remains unchanged and best reflects the information that has informed the development of the Spatial Plan, in particular it is the Future Development Strategy component. Having a consistency in this matter is important. The graph with support from Table 2 (capacity numbers) in the Spatial Plan provides the information on capacity regardless of whether Figure 9 is updated with the concluded rezoning requests or not.



## 6. Changes to Map 2 and 14 to reflect the changes to Map 15, showing the extended core public transport routes to the east.

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In response to Question 34<sup>9</sup> in the Officers' response to written questions it was recommended that the maps with the strategic public transport network label and connect to Sumner, New Brighton and Queenspark. The recommendation however was to only amend Map 15 – Transport Network.

It was suggested at the hearing on Thursday 16 November that this could equally apply to Maps 2 and 14. Officers would recommend this also.

Amended versions of Maps 2 and 14, showing the extended routes, have been provided in the updated 'Mark up' version at **Appendix A** for the hearing panels consideration.

The acknowledgement of this change has been added to the 'red' amendment table under Maps 2 and 14 and highlighted **blue** to reflect that the change occurred through this post hearing response.

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<sup>9</sup> Q34 - Can Officers please advise why the core public transport routes to the East of Christchurch are not detailed on the SP maps and instead utilise indicative arrows?

**APPENDIX A - Mark Up version of the draft Spatial Plan with recommended changes**

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