



Preliminary Draft

Land Use Recovery Plan

Te Mahere Whakahaumanu Tāone

FACT SHEET 1

Principal Land Use Responses

An overarching land-use framework for greater Christchurch is needed to ensure efficient and effective use of financial and human resources, and to enable timely recovery decisions to be made with confidence.

This will deliver value for money and make the most of opportunities for redevelopment of damaged urban areas and infrastructure, and development of new areas.

Plans, policies, processes and the right incentives need to be put in place to respond to issues such as Red Zone decisions, loss of accommodation, business relocations, emerging building trends, changing demographics, liquefaction risk, and other issues that are influencing speed of recovery.

Understanding infrastructure supply

The recovery of greater Christchurch involves large investments in core infrastructure by central and local government, and other infrastructure providers and developers. Decision-making on the location and timing of land-use development must be based on a thorough understanding of the practical implications of infrastructure supply and funding.

Natural hazards and the environment

Natural hazards need to be considered when deciding where new land uses should not happen, so new investment and development is not put at risk from future natural events. Greater Christchurch's natural environment needs to be protected during the rebuild and into the future, including safe, clean Christchurch drinking water untreated from the ground.

Challenges for land use

The earthquakes have set some key challenges:

- A lack of clear direction as to where and when development might occur
- Potential for inefficient resource allocation and overcapitalisation in certain sectors
- Changes to awareness and understanding of natural hazards
- Uncertainty over how to take advantage of redevelopment opportunities presented by the earthquakes
- Significant damage in key centres is undermining their current attractiveness and vitality



- Accelerated development in other centres has increased the need to coordinate redevelopment and infrastructure provision
- Damage to the transport system, while road works, relocated businesses and households have led to acute traffic congestion, delaying movement of people and freight
- Patronage of public transport has declined
- Extensive damage to the central city requires a new approach to meeting travel needs.

Proposed Responses

Priority 1 – Provide for a clear, co-ordinated land-use plan for the recovery of greater Christchurch.

R1. Statutory Direction: Insert a new chapter into the Canterbury Regional Policy Statement (as set out in Appendix 2) that provides statutory provisions for enabling rebuilding and redevelopment, including priority areas. This will achieve an efficient, sustainable, functional and desirable greater Christchurch. The chapter will identify provisions including (but not limited to):

- The location, type and mix of residential and business activities within the geographic extent of greater Christchurch, including priority areas for development to 2028
- The network of Key Activity Centres needed to provide a focus for commercial activity, medium-density housing, community facilities, public greenspace and public and active transport networks
- The methods to ensure integration of land use with natural, cultural, social and economic outcomes, transport and other infrastructure including stormwater management planning
- Areas where rebuilding and development may not occur within the period of the Recovery Plan, including recognising specific constraints including natural hazards and environmental constraints such as the protection of people's health and well-being relating to development under the airport noise contour, with an exception for Kaiapoi reflecting the special circumstances following the earthquakes
- Minimum residential densities relating to different housing locations, Greenfield and Brownfield
- Urban design matters to be addressed at a range of scales for business, housing and mixed-use development
- Development of housing options on Māori Reservation 873.

Priority 2 – Support, facilitate and enable recovery and rebuilding activities.

R2. CERA to undertake facilitation and intervention to overcome market barriers to development including collective solutions for comprehensive redevelopment, particularly where the market is not responsive.

R3. Territorial authorities to co-ordinate and integrate existing advice and information services for rebuild activities. This will simplify access to information and resources to assist decision making and consenting. This will include land status, geotechnical information, pre-application advice and links to neighbouring land owners and developers.

R4. Recommend an independent review is undertaken of provisions in the Regional and District Plans and related planning and consenting processes, relevant to earthquake recovery. The review will identify opportunities to streamline processes for recovery purposes, including rebuilding damaged or destroyed buildings and suburban centres, including new residential and business development. The details of the review will be determined between the parties.

Opportunities identified may include:

- Reduced consenting and notification requirements, where possible
- Delegated authority to approve particular scales and types of rebuild activity to reduce timeframes
- Streamline non-RMA internal council processes that will also contribute to reduced approval timeframes and/or costs
- Introducing tolerances to recession plane provisions for housing being raised or rebuilt for recovery in flood management areas.

R5. Statutory Direction: Provide proposed Regional and District Plan changes, as a result of the independent review in R14, to the CER Minister.

Priority 3 – Establish land use development priorities that ensure an efficient use of resources for the planning and delivery of core infrastructure and services.

R6. Statutory Direction: Provide to the CER Minister amendments as required to the Canterbury Regional Land Transport Programme, Annual Plans, Three Year Plans and Long Term Plans to ensure that infrastructure funding programmes are aligned to priority areas.

R7. Co-ordinate and integrate the infrastructure repair programme with infrastructure programmes required for new development, through a regular review and alignment process (reporting to the governance structures) and to ensure efficiencies and future opportunities are not missed or constrained.

R8. Ensure the use of existing assets and infrastructure are optimised to help manage post-earthquake demands. This will include the implementation of interim network management plans for the transport system that accommodate repair works and optimise road operations by road type, travel mode and time of day.

R9. Statutory Direction: Review District Plan transport provisions following the recent adoption of the Greater Christchurch Transport Statement and Christchurch Transport Strategic Plan and provide to the CER Minister changes as required and appropriate to reinforce land use and transport integration.

R10. Implement the transition, through an agreed implementation programme, to a new public transport ‘hubs and spokes’ network model.

R11. Ensure that the rebuilt transport network in and between centres delivers opportunities for a range of transport modes (including walking, cycling, public transport and rail) in and between town centres and residential areas.

R12. Complete transport analyses for south-western, northern and western development access and growth areas to enable commitments to be made to core infrastructure and service needs that in turn will guide decisions on the sequencing of priority areas for recovery.

R13. Investigate and then protect as required future public transport options (including rail) for greater Christchurch so that recovery in the short to medium term is enabled without reducing future options. This will integrate with consideration of land use strategies seeking to intensify residential and commercial development within existing urban areas and how these might consolidate public transport demand.

Priority 4 – Encourage urban development that protects and enhances the natural environment, recognises natural hazards and avoids environmental constraints.

R14. Statutory Direction: Amendment as set out in R1 (page 2), to amend the Canterbury Regional Policy Statement and District Plans where necessary to identify areas where rebuilding and development is supported and also where it may not occur before 2028, including plan changes as listed in section 7 of the preliminary draft Land Use Recovery Plan.

R15. Require all Greenfield land vested in councils to be brought up to a standard as outlined in respective council infrastructure design guidance, in order to minimise the potential for damage from natural events.

R16. Promote as good practice, as part of the plan change and consenting process, the provision of geotechnical data and groundwater data, assessments and building information to the Canterbury Geotechnical database (currently administered by CERA) to provide consistent and accessible information for rebuilding and research now and in the future.

For more information
Email lurp@ecan.govt.nz
or visit www.developingchoices.org.nz