

Canterbury Regional Policy Statement

Chapter 5 Land Use and Infrastructure

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:

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
2. enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:
 - (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;
 - (b) provides sufficient housing choice to meet the region's housing needs;
 - (c) encourages sustainable economic development by enabling business activities in appropriate locations;
 - (d) minimises energy use and/or improves energy efficiency;
 - (e) enables rural activities that support the rural environment including primary production;
 - (f) is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;
 - (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;
 - (h) facilitates the establishment of papakāinga and marae; and
 - (i) avoids conflicts between incompatible activities.

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:

1. ensure that any
 - (a) urban growth; and
 - (b) limited rural residential development occur in a form that concentrates, or is attached to, existing urban areas and promotes a coordinated pattern of development;
2. encourage within urban areas, housing choice, recreation and community facilities, and business opportunities of a character and form that supports urban consolidation;
3. promote energy efficiency in urban forms, transport patterns, site location and subdivision layout;
4. maintain and enhance the sense of identity and character of the region's urban areas; and
5. encourage high quality urban design, including the maintenance and enhancement of amenity values.

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:

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.

2. To achieve patterns and sequencing of land-use with regionally significant infrastructure in the wider region so that:

(a) development does not result in adverse effects on the operation, use and development of regionally significant infrastructure.

(b) adverse effects resulting from the development or operation of regionally significant infrastructure are avoided, remedied or mitigated as fully as practicable.

(c) there is increased sustainability, efficiency and liveability.

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:

1. supports a consolidated and sustainable urban form;

2. avoids, remedies or mitigates the adverse effects of transport use and its provision;

3. provides an acceptable level of accessibility; and

4. is consistent with the regional roading hierarchy identified in the Regional Land Transport Strategy.

Chapter 6 – Recovery and Rebuilding of Greater Christchurch

Objective 6.2.1 Recovery Framework

Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:

1. identifies priority areas for urban development within Greater Christchurch;

2. identifies Key Activity Centres which provide a focus for high quality, and, where appropriate, mixed-use development that incorporates the principles of good urban design;

3. avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS;

4. protects outstanding natural features and landscapes including those within the Port Hills from inappropriate subdivision, use and development;

5. protects and enhances indigenous biodiversity and public space;

6. maintains or improves the quantity and quality of water in groundwater aquifers and surface water bodies, and quality of ambient air;

7. maintains the character and amenity of rural areas and settlements;

8. protects people from unacceptable risk from natural hazards and the effects of sea-level rise;

9. integrates strategic and other infrastructure and services with land use development;

10. achieves development that does not adversely affect the efficient operation, use, development, appropriate upgrade, and future planning of strategic infrastructure and freight hubs;

11. optimises use of existing infrastructure; and

12. provides for development opportunities on Māori Reserves in Greater Christchurch.

Objective 6.2.2 Urban form and settlement pattern

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:

1. aiming to achieve the following targets for intensification as a proportion of overall growth through the period of recovery:
 - (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;
2. providing higher density living environments including mixed use developments and a greater range of housing types, particularly in and around the Central City, in and around Key Activity Centres, and larger neighbourhood centres, and in greenfield priority areas and brownfield sites;
3. reinforcing the role of the Christchurch central business district within the Greater Christchurch area as identified in the Christchurch Central Recovery Plan;
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;
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;
6. Managing rural residential development outside of existing urban and priority areas; and
7. Providing for development opportunities on Māori Reserves.

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:

1. The Central City
 2. Key Activity Centres
 3. Neighbourhood centres.

These centres will be high quality, support a diversity of business opportunities including appropriate mixed-use development, and incorporate good urban design principles.

The development and distribution of commercial activity will avoid significant adverse effects on the function and viability of these centres.

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:

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.

Policy 6.3.8 Regeneration of brownfield land

To encourage and provide for the recovery and regeneration of existing brownfield areas through new comprehensive residential, mixed-use or business developments, provided such activities will ensure the safe and efficient functioning of the transport network and will not have significant adverse distributional or urban form effects on the Central City, Key Activity Centres and neighbourhood centres, or give rise to significant reverse sensitivity effects.

Christchurch District Plan

Chapter 3 Strategic Directions

3.3.1 Objective - Enabling recovery and facilitating the future enhancement of the district

- a. The expedited recovery and future enhancement of Christchurch as a dynamic, prosperous and internationally competitive city, in a manner that:
 - i. Meets the community's immediate and longer term needs for housing, economic development, community facilities, infrastructure, transport, and social and cultural wellbeing; and
 - ii. Fosters investment certainty; and
 - iii. Sustains the important qualities and values of the natural environment.

3.3.5 Objective - Business and economic prosperity

- a. The critical importance of business and economic prosperity to Christchurch's recovery and to community wellbeing and resilience is recognised and a range of opportunities provided for business activities to establish and prosper.

3.3.7 Objective -- Urban growth, form and design

- a. A well-integrated pattern of development and infrastructure, a consolidated urban form, and a high quality urban environment that:
 - i. Is attractive to residents, business and visitors; and
 - ii. Has its areas of special character and amenity value identified and their specifically recognised values appropriately managed; and
 - iii. Provides for urban activities only:
 - A. within the existing urban areas; and
 - B. on greenfield land on the periphery of Christchurch's urban area identified in accordance with the Greenfield Priority Areas in the Canterbury Regional Policy Statement Chapter 6, Map A; and
 - iv. Increases the housing development opportunities in the urban area to meet the intensification targets specified in the Canterbury Regional Policy Statement, Chapter 6, Objective 6.2.2 (1); particularly:
 - A. in and around the Central City, Key Activity Centres (as identified in the Canterbury Regional Policy Statement), larger neighbourhood centres, and nodes of core public transport routes; and

- B. in those parts of Residential Greenfield Priority Areas identified in Canterbury Regional Policy Statement Chapter 6, Map A; and
- C. in suitable brownfield areas; and
- v. Maintains and enhances the Central City, Key Activity Centres and Neighbourhood Centres as community focal points; and
- vi. Identifies opportunities for, and supports, the redevelopment of brownfield sites for residential, business or mixed use activities; and
- vii. Promotes the re-use and re-development of buildings and land; and
- viii. Improves overall accessibility and connectivity for people, transport (including opportunities for walking, cycling and public transport) and services; and
- ix. Promotes the safe, efficient and effective provision and use of infrastructure, including the optimisation of the use of existing infrastructure; and
- x. Co-ordinates the nature, timing and sequencing of new development with the funding, implementation and operation of necessary transport and other infrastructure.

3.3.10 Objective - Commercial and industrial activities

- a. The recovery and stimulation of commercial and industrial activities in a way that expedites recovery and long-term economic and employment growth through:
 - i. Enabling rebuilding of existing business areas, revitalising of centres, and provision in greenfield areas; and
 - ii. Ensuring sufficient and suitable land development capacity.

3.3.11 Objective - Community facilities and education activities

- a. The expedited recovery and establishment of community facilities and education activities in existing and planned urban areas to meet the needs of the community; and
- b. The co-location and shared use of facilities between different groups is encouraged.

3.3.12 Objective - Infrastructure

- a. The social, economic, environmental and cultural benefits of infrastructure, including strategic infrastructure, are recognised and provided for, and its safe, efficient and effective development, upgrade, maintenance and operation is enabled; and
- b. Strategic infrastructure, including its role and function, is protected from incompatible development and activities by avoiding adverse effects from them, including reverse sensitivity effects. This includes:
 - i. avoiding noise sensitive activities within the Lyttelton Port Influences Overlay area; and
 - ii. managing activities to avoid adverse effects on the National Grid, including by identifying a buffer corridor within which buildings, excavations sensitive activities will generally not be provided for; and
 - iii. avoiding new noise sensitive activities within the 50dB Ldn Air Noise Contour and the 50dB Ldn Engine Testing Contour for Christchurch International Airport, except:
 - A. within an existing residentially zoned urban area; or
 - B. within a Residential Greenfield Priority Area identified in the Canterbury Regional Policy Statement Chapter 6, Map A; or

- C. for permitted activities within the Specific Purpose (Golf Resort) Zone of the District Plan, or activities authorised by a resource consent granted on or before 6 December 2013; and
- D. for permitted, controlled, restricted discretionary and discretionary activities within the Specific Purpose (Tertiary Education) Zone at the University of Canterbury; and
- iv. managing the risk of birdstrike to aircraft using Christchurch International Airport; and
- v. managing activities to avoid adverse effects on the identified 66kV and 33kV electricity distribution lines and the Heathcote to Lyttelton 11kV electricity distribution line, including by identifying a buffer corridor within which buildings, excavations and sensitive activities will generally not be provided for; and
- c. The adverse effects of infrastructure on the surrounding environment are managed, having regard to the economic benefits and technical and operational needs of infrastructure.

3.3.13 Objective - Emergency services and public safety

- a. Recovery of, and provision for, comprehensive emergency services throughout the city, including for their necessary access to properties and the water required for firefighting.

3.3.14 Objective - Incompatible activities

- a. The location of activities is controlled, primarily by zoning, to minimise conflicts between incompatible activities; and
- b. Conflicts between incompatible activities are avoided where there may be significant adverse effects on the health, safety and amenity of people and communities.

Chapter 6 General Rules and Procedures – Water Body Setbacks

Objective 6.6.2.1 - Protection of water bodies and their margins from inappropriate use and development

- a. Activities and development in water body margins are managed in a way that protects and/or enhances the following values and functions of the water body and its margins: flood management; water quality; riparian or aquatic ecosystems; the natural character and amenity values of the water body; historic heritage or cultural values; and access where appropriate for recreation activities, customary practices including mahinga kai, or maintenance.

Policy 6.6.2.1.3 – Management of activities in water body setbacks

- a. Where buildings, earthworks, other structures, impervious surfaces, or maintenance and enhancement works are undertaken within a water body setback, manage the activity so that:
 - i. any identified cultural significance of the water body to tangata whenua is appropriately recognised and provided for, including provision for customary access and use where applicable;
 - ii. water quality, biodiversity, and mahinga kai values are maintained or enhanced;
 - iii. connectivity between land, natural freshwater systems and the coast are retained or enhanced;
 - iv. the stability of water body banks and adjacent land is maintained and sedimentation and erosion minimised;
 - v. access for maintenance is enabled;
 - vi. the ability of water body margins, channels or ponding areas to store and/or convey surface water safely and efficiently is not impeded;

- vii. flood events are not exacerbated;
- viii. adverse effects of flooding or erosion are not transferred to another site;
- ix. amenity values and natural character values, including riparian planting, are retained or enhanced;
- x. activities do not, to more than a minor extent, disturb or visually detract from:
 - A.Sites of Ecological Significance listed in Schedule A of Appendix 9.1.6.1;
 - B.Outstanding Natural Landscapes identified in Appendix 9.2.9.2.2;
 - C.Outstanding Natural Features identified in Appendix 9.2.9.2.1;
 - D.Significant Features identified in Appendix 9.2.9.2.3;
 - E.Rural Amenity Landscapes identified in Appendix 9.2.9.2.4;
 - F.Areas of Outstanding, or High and Very High, Natural Character in the Coastal Environment identified in Appendices 9.2.9.2.7 and 9.2.9.2.8;
 - G.Heritage items or heritage settings listed in Appendix 9.3.7.2;
 - H.Significant Trees listed in Appendix 9.4.7.1;
 - I.Wāhi Tapu/Wāhi Taonga sites of Ngāi Tahu Cultural Significance identified in Schedule 9.5.6.1 and, in the case of earthworks, Kaitōrete Spit (ID 64) identified in Schedule 9.5.6.2;
 - J.Ngā Wai sites of Ngāi Tahu Cultural Significance identified in Schedule 9.5.6.4;
- xi. provision is made for public access appropriate to the classification and location of the water body and having regard to:
 - A.the relationship of tangata whenua with their ancestral lands, water and sites;
 - B.protection of Sites of Ecological Significance listed in Schedule A of Appendix 9.1.6.1;
 - C.residential amenity;
 - D.Outstanding Natural Landscapes identified in Appendix 9.2.9.2.2;
 - E.Outstanding Natural Features identified in Appendix 9.2.9.2.1
 - F.bank and land stability;
 - G.public safety;
 - H.the operational or security requirements of infrastructure;
 - I.property ownership and the safe and efficient operation of rural and industrial sites.

Chapter 7 Transport

7.2.1 Objective - Integrated transport system for Christchurch District

- a. An integrated transport system for Christchurch District:
 - i. that is safe and efficient for all transport modes;
 - ii. that is responsive to the current recovery needs, future needs, and enables economic development, in particular an accessible Central City able to accommodate projected population growth;
 - iii. that supports safe, healthy and liveable communities by maximising integration with land use;

- iv. that reduces dependency on private motor vehicles and promotes the use of public and active transport;
- v. that is managed using the one network approach.

7.2.1.2 Policy - High trip generating activities

- a. Manage the adverse effects of high trip generating activities, except for permitted activities within the Central City, on the transport system by assessing their location and design with regard to the extent that they:
 - i. are permitted¹ by the zone in which they are located;
 - ii. are located in urban areas and generate additional vehicle trips beyond what is already established or consented;
 - iii. are accessible by a range of transport modes and encourage public and active transport use;
 - iv. do not compromise the safe, efficient and effective use of the transport system;
 - v. provide patterns of development that optimise use of the existing transport system;
 - vi. maximise positive transport effects;
 - vii. avoid significant adverse transport effects of activities where they are not permitted by the zone in which they are located;
 - viii. mitigate other adverse transport effects, such as effects on communities, and the amenity values of the surrounding environment, including through travel demand management measures;
 - ix. provide for the transport needs of people whose mobility is restricted; and
 - x. integrate and coordinate with the transport system, including proposed transport infrastructure and service improvements.

¹ Refers to the activity being listed as a permitted activity in the activity status table for the zone in which it is located.

7.2.1.3 Policy - Vehicle access and manoeuvring

- a. Provide vehicle access and manoeuvring, including for emergency service vehicles, compatible with the road classification, which ensures safety, and the efficiency of the transport system.

7.2.1.4 Policy - Requirements for car parking and loading

- a. Outside the Central City:
 - i. Require car parking spaces and loading spaces which provide for the expected needs of an activity in a way that manages adverse effects.
 - ii. Enable a reduction in the number of car parking spaces required in circumstances where it can be demonstrated that:
 - A. the function of the surrounding transport network and amenity of the surrounding environment will not be adversely affected; and/or
 - B. there is good accessibility by active and public transport and the activity is designed to encourage public and active transport use; and/or
 - C. the extent of the reduction is appropriate to the characteristics of the activity and its location; and/or

D. the extent of the reduction will maintain on-site parking to meet anticipated demand.

7.2.1.5 Policy - Design of car parking areas and loading areas

- a. Require that car parking areas and loading areas are designed to:
 - i. operate safely and efficiently for all transport modes and users;
 - ii. function and be formed in a way that is compatible with the character and amenity values of the surrounding environment; and
 - iii. be accessible for people whose mobility is restricted

7.2.1.6 Policy - Promote public transport and active transport

- a. Promote public and active transport by:
 - i. ensuring new, and upgrades to existing, road corridors provide sufficient space and facilities to promote safe walking, cycling and public transport, in accordance with the road classification where they contribute to the delivery of an integrated transport system;
 - ii. ensuring activities provide an adequate amount of safe, secure, and convenient cycle parking and, outside the Central City, associated end of trip facilities;
 - iii. encouraging the use of travel demand management options that help facilitate the use of public transport, cycling, walking and options to minimise the need to travel; and
 - iv. requiring new District Centres to provide opportunities for a public transport interchange.
 - v. encouraging the formation of new Central City lanes and upgrading of existing lanes in the Central City, where appropriate, to provide for walking and cycling linkages and public spaces.
 - vi. developing a core pedestrian area within the Central City which is compact, convenient and safe, with a wider comprehensive network of pedestrians and cycle linkages that are appropriately sized, direct, legible, prioritized, safe, have high amenity, ensure access for the mobility impaired and are free from encroachment.

7.2.1.8 Policy - Effects from transport infrastructure

- a. Avoid or mitigate adverse effects and promote positive effects from new transport infrastructure and changes to existing transport infrastructure on the environment, including:
 - i. air and water quality;
 - ii. connectivity of communities;
 - iii. noise, vibration and glare;
 - iv. amenity and effects on the built environment;
 - v. well-being and safety of users.

Chapter 9 Trees

9.4.2.1.1 Objective - Trees

- a. Maintain and enhance the contribution of the Christchurch District's significant trees listed in Appendix 9.4.7.1, and trees in road corridors, parks, reserves and public open space, to community amenity through:
 - i. landscape character and amenity;
 - ii. heritage and cultural values;
 - iii. purification of air and rainwater;
 - iv. releasing oxygen and storing carbon;
 - v. cooling of the built environment and waterways;
 - vi. stormwater and erosion management; and
 - vii. biodiversity protection and enhancement;

while providing for the reasonable use and enjoyment of property and landowner responsibilities.

9.4.2.2.6 Policy - Trees in road corridors, parks, reserves and public open space

- a. Road corridors, parks, reserves, and public open space are planted with trees to enhance environmental, landscape, cultural, social and economic values.
- b. Identify significant trees, including groups of trees, in road corridors, parks, reserves, and public open space and list them in Appendix 9.4.7.2.

9.4.2.2.7 Policy - Felling of trees

- a. For trees listed in Appendix 9.4.7.1:
 - i. limit the felling of significant trees, except where there are no reasonable alternatives enabling retention of the tree due to its condition, or where the use and enjoyment of a property and surrounds is significantly compromised or diminished; and
 - ii. avoid the felling of significant trees that are identified as having exceptional values, except where there are no reasonable alternatives, or where the use and enjoyment of a property and surrounds is significantly compromised or diminished.
- b. Limit the felling of trees in road corridors, parks, public open space and reserves having regard to size, location and species, except where there are no reasonable alternatives.

Chapter 15 Commercial

15.2.1 Objective - Recovery of commercial activity

- a. The critical importance of commercial activity to the recovery and long term growth of the City is recognised and facilitated in a framework that supports commercial centres.

15.2.2 Objective - Centres-based framework for commercial activities

- a. Commercial activity is focussed within a network of centres (comprising the Central City, District Centres, Neighbourhood Centres, Local Centres and Large Format centres) to meet the wider community's and businesses' needs in a way and at a rate that:
 - i. supports intensification within centres;
 - ii. enables the efficient use and continued viability of the physical resources of commercial centres and promotes their success and vitality, reflecting their critical importance to the local economy;

- iii. supports the function of District Centres as major focal points for commercial activities, employment, transport and community activities, and Neighbourhood Centres as a focal point for convenience shopping and community activities;
- iv. gives primacy to the Central City, followed by District Centres and Neighbourhood Centres identified as Key Activity Centres;
- v. is consistent with the role of each centre as defined in 15.2.2.1 Policy – Role of centres Table 15.1;
- vi. supports a compact and sustainable urban form that provides for the integration of commercial activity with community activity, residential activity and recreation activity in locations accessible by a range of modes of transport;
- vii. supports the recovery of centres that sustained significant damage or significant population loss from their catchment, including the Central City, Linwood, and Neighbourhood Centres subject to 15.2.4.3 Policy Suburban centre master plans;
- viii. enhances their vitality and amenity and provides for a range of activities and community facilities;
- ix. manages adverse effects on the transport network and public and private infrastructure;
- x. is efficiently serviced by infrastructure and is integrated with the delivery of infrastructure; and
- xi. recognises the values of, and manages adverse effects on, sites of Ngāi Tahu cultural significance identified in Appendix 9.5.6 and natural waterways (including waipuna).

15.2.2.1 Policy - Role of centres

- a. Maintain and strengthen the Central City and commercial centres as the focal points for the community and business through intensification within centres that reflects their functions and catchment sizes, and in accordance with a framework that:
 - i. gives primacy to, and supports, the recovery of the Central City;
 - ii. supports and enhances the role of District Centres; and
 - iii. maintains the role of Neighbourhood Centres, Local Centres and Large Format Centres
- as set out in Policy 15.2.2.1, Table 15.1 - Centre's role.

Table 15.1 - Centre's role

| Role | Centre and size (where relevant) |
|--|---|
| <p>A. Central Business District</p> <p>Principal employment and business centre for the City and wider region and to become the primary destination for a wide range and scale of activities including comparison shopping, dining and night life, entertainment activities, guest accommodation, events, cultural activities and tourism activities.</p> <p>Provides for high density residential activity, recreation activities and community activities and community facilities (including health and social services) as well as civic and cultural venues/ facilities (including museums, art galleries).</p> <p>Serves the district's population and visitors.</p> <p>The focus for the district, sub-regional and wider transport services with a central public transport interchange, providing access to large areas of the district and the surrounding districts of Selwyn and Waimakariri.</p> | <p>Centre: Central City</p> |
| <p>B. District Centre - Key Activity Centre</p> <p>Major retail destination for comparison and convenience shopping and a focal point for employment (including offices), community activities and community facilities (including libraries, meeting places), entertainment (including movie theatres, restaurants, bars), and guest accommodation.</p> <p>Medium density housing is contemplated in and around the centre.</p> <p>Anchored by large retailers including department store(s) and supermarket(s).</p> <p>Accessible by a range of modes of transport, including multiple bus routes. Public transport facilities, including an interchange, may be incorporated.</p> <p>The extent of the centre:</p> <ol style="list-style-type: none"> 1. is the Commercial Core Zone and Commercial Retail Park Zone at Hornby, Belfast/ Northwood and Papanui/Northlands; and 2. is the Commercial Core Zone in all other District centres; and 3. includes community facilities within walking distance (400 metres) of the commercial zone. | <p>Centres: Riccarton, Hornby, Papanui/Northlands, Shirley/Palms, Eastgate/Linwood, Belfast/ Northwood, North Halswell (emerging)</p> <p>(All Key Activity Centres)</p> <p>Size: Greater than 30,000m²</p> |

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|--|--|
| <p>C. Neighbourhood Centre</p> <p>A destination for weekly and daily shopping needs as well as for community facilities.</p> <p>In some cases, Neighbourhood Centres offer a broader range of activities including comparison shopping, entertainment (cafes, restaurants and bars), residential activities, small scale offices and other commercial activities. Anchored principally by a supermarket(s) and in some cases, has a second or different anchor store.</p> <p>Serves the immediately surrounding suburbs and in some cases, residents and visitors from a wider area.</p> <p>Medium density housing is contemplated in and around the centre.</p> <p>Accessible by a range of modes of transport, including one or more bus services.</p> <p>The extent of the centre:</p> <ol style="list-style-type: none"> 1. is the Commercial Core Zone in the identified centres, Commercial Local Zone at Wigram and Beckenham and Commercial Banks Peninsula Zone at Lyttelton and Akaroa; and 2. Community facilities within walking distance (400 metres) of the centre. | <p>Centres: Spreydon/ Barrington (Key Activity Centre), New Brighton (Key Activity Centre), Bush Inn/Church Corner, Merivale, Bishopdale, Prestons (emerging), Ferrymead, Sydenham (Colombo Street between Brougham Street and Moorhouse Avenue); Addington, Avonhead, Sumner, Akaroa, Colombo/Beaumont (Colombo Street between Devon Street and Angus Street), Cranford, Edgeware, Fendalton, Beckenham, Halswell, Lyttelton, Ilam/Clyde, Parklands, Redcliffs, Richmond, St Martins, Stanmore/Worcester, Sydenham South (Colombo Street between Brougham Street and Southampton Street), Wairakei/Greers Road, Wigram (emerging), Woolston, Yaldhurst (emerging), West Spreydon (Lincoln Road), Aranui, North West Belfast.</p> <p>Size: 3,000 to 30,000m².</p> |
| <p>D. Large Format Retail</p> <p>Standalone retail centre, comprising stores with large footprints, yard-based suppliers, trade suppliers including building improvement centres, and other vehicle oriented activities.</p> <p>Provision of other commercial activities and residential and community uses is limited. This includes limiting offices to an ancillary function, and at Tower Junction, providing for a limited amount of commercial services.</p> <p>Serves large geographical areas of the city.</p> <p>Not necessarily connected to a residential catchment.</p> <p>Primarily accessed by car with limited public transport services.</p> <p>The extent of the centre is the Commercial Retail Park Zone.</p> | <p>Centres: Moorhouse Avenue, Shirley Homebase, Tower Junction.</p> |

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| <p>E. Local centre</p> <p>A small group of primarily convenience shops and, in some instances, community facilities.</p> <p>Accessible by walking, cycling from the area served and on a bus route in some instances.</p> <p>Also includes standalone supermarkets serving the surrounding residential community.</p> <p>The extent of the centre is the Commercial Local Zone, except Wainoni and Peer Street where the Commercial Core Zone applies.</p> | <p>Centres: Wainoni (174 Wainoni Road), Upper Riccarton (57 Peer Street), both zoned Commercial Core,</p> <p>All other commercial centres zoned Commercial Local.</p> <p>Size: Up to 3,000m² (Excluding Wainoni and Upper Riccarton)</p> |
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15.2.2.4 Policy - Accommodating growth

- a. Growth in commercial activity is focussed within existing commercial centres.
- b. Any outward expansion of a commercial centre must:
 - i. ensure the expanded centre remains commensurate with the centre's role within a strategic network of centres, while not undermining the function of other centres;
 - ii. be integrated with the provision of infrastructure, including the transport network;
 - iii. be undertaken in such a manner that manages adverse effects at the interface with the adjoining zone; and
 - iv. be consistent with:
 - A. the scale of increasing residential development opportunities to meet intensification targets in and around centres, and
 - B. revitalising the Central City as the primary community focal point.

15.2.4 Objective - Urban form, scale and design outcomes

- a. A scale, form and design of development that is consistent with the role of a centre, and which:
 - i. recognises the Central City and District Centres as strategically important focal points for community and commercial investment;
 - ii. contributes to an urban environment that is visually attractive, safe, easy to orientate, conveniently accessible, and responds positively to local character and context;
 - iii. recognises the functional and operational requirements of activities and the existing built form;
 - iv. manages adverse effects on the surrounding environment; and
 - v. recognises Ngāi Tahu/ mana whenua values through landscaping and the use of low impact urban design, where appropriate.

15.2.4.1 Policy - Scale and form of development

- a. Provide for development of a significant scale and form in the core of District Centres and Neighbourhood Centres, and of a lesser scale and form on the fringe of these centres.
- b. The scale and form of development in centres shall:
 - i. reflect the context, character and the anticipated scale of the zone and centre's function;
 - ii. increase the prominence of buildings on street corners;
 - iii. for Local Centres, maintain a low rise built form to respect and integrate with their suburban residential context;

- iv. for Key Activity Centres and Large Format Centres, enable larger floor plates while maintaining a high level of amenity in the centre; and
- i. manage adverse effects on the surrounding environment, particularly at the interface with residential areas, sites of Ngāi Tahu cultural significance identified in Appendix 9.5.6 and natural waterways.

15.2.4.2 Policy - Design of new development

- a. Require new development to be well-designed and laid out by:
 - i. encouraging pedestrian activity and amenity along streets and in adjoining public spaces, to a degree that is appropriate to the location and function of the road;
 - ii. providing a principal street facing façade of visual interest that contributes to the character and coherence of a centre;
 - iii. facilitating movement within a site and with the surrounding area for people of all mobilities and ages, by a range of modes of transport through well-defined, convenient and safe routes;
 - iv. enabling visitors to a centre to orientate themselves and find their way with strong visual and physical connections with the surrounding area;
 - v. promoting a safe environment for people and reflecting principles of Crime Prevention through Environmental Design (CPTED);
 - vi. enabling the re-use of buildings and sites while recognising the use for which the building is designed;
 - i. incorporating principles of low impact design including energy efficiency, water conservation, the reuse of stormwater, on-site treatment of stormwater and/or integration with the wider catchment based approach to stormwater management, where practicable;
 - ii. achieving a visually attractive setting when viewed from the street and other public spaces, while managing effects on adjoining environments; and
 - iii. providing adequate and convenient space for storage while ensuring it is screened to not detract from the site's visual amenity values.
- b. Recognise the scale, form and design of the existing built form within a site and the immediately surrounding area and the functional and operational requirements of activities.
- c. Require residential development to be well-designed and laid out by ensuring a high quality healthy living environment through:
 - i. the provision of sufficient and conveniently located internal and outdoor living spaces;
 - ii. good accessibility within a development and with adjoining areas; and
 - iii. minimising disturbance from noise and activity in a centre (and the potential for reverse sensitivity issues to arise).

Chapter 16 Industrial

16.2.1 Objective - Recovery and growth

- a. The recovery and economic growth of the district's industry is supported and strengthened in existing and new greenfield industrial zones.

16.2.1.1 Policy - Sufficient land supply

- a. 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 zones.

16.2.1.2 Policy - Enable the development of industrial areas to support recovery

- a. Encourage the redevelopment of existing industrial zones for industrial activities, particularly in areas that have lost industry and associated employment opportunities due to the earthquakes.

16.2.1.3 Policy - Range of industrial zones

- a. Recognise and provide for industrial zones with different functions that cater for a range of industrial and other compatible activities depending on their needs and effects as follows:
 - i. Industrial General Zone
 - A. Recognise and provide for industrial and other compatible 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, providing a buffer between residential areas and the Industrial Heavy Zone.
 - ii. Industrial Heavy Zone
 - A. Recognise and provide for a full range of industrial and other compatible 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 activities.
 - iii. Industrial Park Zone
 - A. 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 while having negligible effects in terms of noise, odour or the use and storage of hazardous substances.

16.2.1.4 Policy - Activities in industrial zones

- a. Maintain and support the function of industrial zones while, subject to Clauses (b) and (c), providing for limited non-industrial activities that:
 - i. are ancillary in scale (subject to Clause (d)) and on the same site as a permitted or consented activity;
 - ii. are not appropriate in more sensitive environments due to their potential noise, odour or other environmental effects;
 - iii. comprise yard based supplier or trade suppliers in the Industrial General Zone;
 - iv. provide an emergency service and/or provide for community activities;
 - v. support the needs of workers and businesses in the zone including food and beverage outlets, commercial services, and the care of children;
 - vi. meet the convenience needs of residents, workers and businesses in the Industrial General Zone (Waterloo Park) in a Local Centre;
 - vii. are rural activities associated with the irrigation of food processing wastewater in the identified area of the Industrial Heavy Zone (South West Hornby) (Appendix 16.8.8) that is integral to the ongoing operation of an established industrial activity.

- b. Avoid any activity in industrial zones with the potential to hinder or constrain the establishment or ongoing operation or development of industrial activities and strategic infrastructure. This includes but is not limited to avoiding:
 - i. sensitive activities located within the 50 dB Ldn Air Noise Contour, the Lyttelton Port Influences Overlay Area and in proximity to the National Grid;
 - ii. discretionary or non-complying activities in close proximity to bulk fuel storage facilities unless a quantitative risk assessment establishes that the proposed activity in its location meets risk acceptability criteria appropriate to the applicable land use.
- c. Avoid the use of industrial zones for non-industrial activities that could adversely affect the strategic role of the Central City, District Centres and Neighbourhood Centres as focal points for commercial activities, community activities, residential activities, and other activities.
- d. Provide for ancillary activities, recognising their role in supporting industry, while being incidental in scale and function to a principal activity on the same site, and not inconsistent with Clauses b. and c..

Advice note for Clause b.ii.:

1. As at June 2015, bulk fuel storage facilities in industrial zones are limited to the LPG and oil depots in Chapmans Road, Woolston.
2. The quantitative risk assessment shall consider the vulnerability of activities to hazardous events from a bulk fuel storage facility, such as fires and vapour cloud explosions, and the ability of the proposed activity to enact timely and effective emergency action and evacuation. This will require consideration of factors including:
 - a. Site and building occupancy, and the ability to easily evacuate;
 - b. Building type and siting; and
 - c. The effects of structures and landscaping on the propagation of vapour cloud explosions.
3. The identification of appropriate risk acceptability criteria and guidance on preparing a quantitative risk assessment shall refer to guidance in the Planning NSW Hazardous Industry Planning Advisory Papers No. 3 and 4 Risk Criteria for Land Use Safety Planning, or similar guidance suitable to the context of the site and activity that the risk assessment is for. Early consultation with the companies responsible for the LPG and oil depots is encouraged for any proposed activity within 300 metres of the depots, as the companies will be able to assist with the identification of appropriate risk acceptability criteria and the extent to which a quantitative risk assessment is necessary.

16.2.1.5 Policy - Office development

- a. Avoid office development in industrial areas other than where it is:
 - i. ancillary to a permitted or consented activity on the same site (subject to Policy 16.2.1.4 (d));
 - ii. a secondary component to a high technology industrial activity located in the Industrial Park Zone that supports the function of the zone for primarily industrial activities.

16.2.2 Objective - Brownfield redevelopment

- a. The recovery and economic growth of the Christchurch District is provided for by enabling redevelopment, including mixed-use development, of appropriate brownfield sites while not compromising the function of the wider industrial area for primarily industrial activities.

Advice note:

1. 16.2.2 Objective - Brownfield development and 16.2.2.1 Policy - Brownfield site identification and 16.2.2.2 Policy - Brownfield redevelopment are the only objective and policies in the Industrial Chapter to be considered for any proposal for residential or mixed-use development of a brownfield site

16.2.2.1 Policy - Brownfield site identification

- a. Unless a site is identified by a 'brownfield' overlay on the planning maps, a brownfield site shall meet the following criteria:
 - i. the land is abandoned or underutilised industrial land, or no longer required by a requiring authority for a designated purpose; and
 - ii. the redevelopment of the brownfield site will not adversely affect the supply of land to meet anticipated needs of industrial activities to 2028, including industrial activities with specific locational requirements; and
 - iii. the brownfield site is in a location that is not surrounded by industrial activities and/or will not erode the anticipated outcomes, including the function and amenity levels, of those parts of the zone not subject to brownfield redevelopment.

16.2.2.2 Policy - Brownfield redevelopment

- a. Support the redevelopment of brownfield sites for residential activities or mixed use activities including a limited quantum of commercial activities.
- b. Brownfield regeneration proposals shall ensure that:
 - i. any residential or mixed use development will not give rise to reverse sensitivity effects on existing industrial activities, or other effects that may hinder or constrain the establishment or ongoing operation or development of industrial activities and strategic infrastructure;
 - ii. the safety and efficiency of the current and future transport system is not significantly adversely affected;
 - iii. an appropriate level of residential amenity can be achieved on the site;
 - iv. the site enhances connectivity to public transport routes, commercial and community services, and open space where appropriate;
 - v. any contaminated land is managed in accordance with national and regional standards;
 - vi. the redevelopment maintains the strategic role of commercial centres as the focal points for commercial and other activities, and the efficient and effective use of land and/or community and transport infrastructure investment in centres; and
 - vii. the environmental and cultural values of waterways within or adjoining the site are recognised and provided for in any redevelopment.