

**From:** Mark Arbuthnot <marbuthnot@bentley.co.nz>  
**Sent:** Monday, 27 November 2023 2:20 pm  
**To:** IHP Info  
**Cc:** bianca.tree@minterellison.co.nz; Jennifer Andrews  
**Subject:** RE: PC 14 - IHP Hearings Schedule - Lendlease New Zealand Limited  
**Attachments:** 1 GCSP and MRT Indicative Business Case Briefing 12 August 2022.pdf; 2 GCSP Urban Form Scenarios Evaluation Report December 2022.pdf; 3 CCZ MCZ TCZ rule comparison table 27 November 2023.pdf; 4 s.32AA assessment Hornby 27 November 2023.pdf

Hi Karen,

At the hearing of the Central City and Commercial Zones, the following additional information was requested by the Independent Hearings Panel from Lendlease's planning witness, Mark Arbuthnot:

- a. A copy of the following documents referred to in evidence:
  - a. the Greater Christchurch Spatial Plan and Mass Rapid Transit Indicative Business Case Briefing; and
  - b. the Urban Form Scenarios Evaluation Report.
- b. A comparison of the Metropolitan Centre Zone provisions compared to the PC14 Town Centre provisions so that the differences could be understood.
- c. An update to the s32AA analysis to:
  - a. clearly show that Mr Heath's economic evidence had been considered; and
  - b. include an analysis of the proposed Metropolitan Centre Zone provisions.

I have **attached** the requested information to this email. In providing the requested information, the proposed Metropolitan Centre Zone provisions have been compared to both the Town Centre Zone provisions and the City Centre Zone provisions to provide a better understanding of where they sit in relation to each other.

During Lendlease's presentation it was also confirmed that the Panel should have regard to the Greater Christchurch Spatial Plan. This is under s74(2)(b)(i) of the RMA, and as the Greater Christchurch Spatial Plan incorporates the Future Development Strategy (FDS), clause 3.17 of the NPS UD also requires that a tier 1 local authority must have regard to the FDS when preparing or changing an RMA planning document.

I would be grateful if you could provide this information to the Independent Hearings Panel.

Please do not hesitate to contact me should you wish to discuss any of the matters raised in this email further.

Regards,

**Mark Arbuthnot**

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# Greater Christchurch Spatial Plan and Mass Rapid Transit Indicative Business Case Briefing

Whakawhanake Kāinga Committee  
Urban Growth Partnership for Greater Christchurch  
Friday 12 August 2022, 9-10am



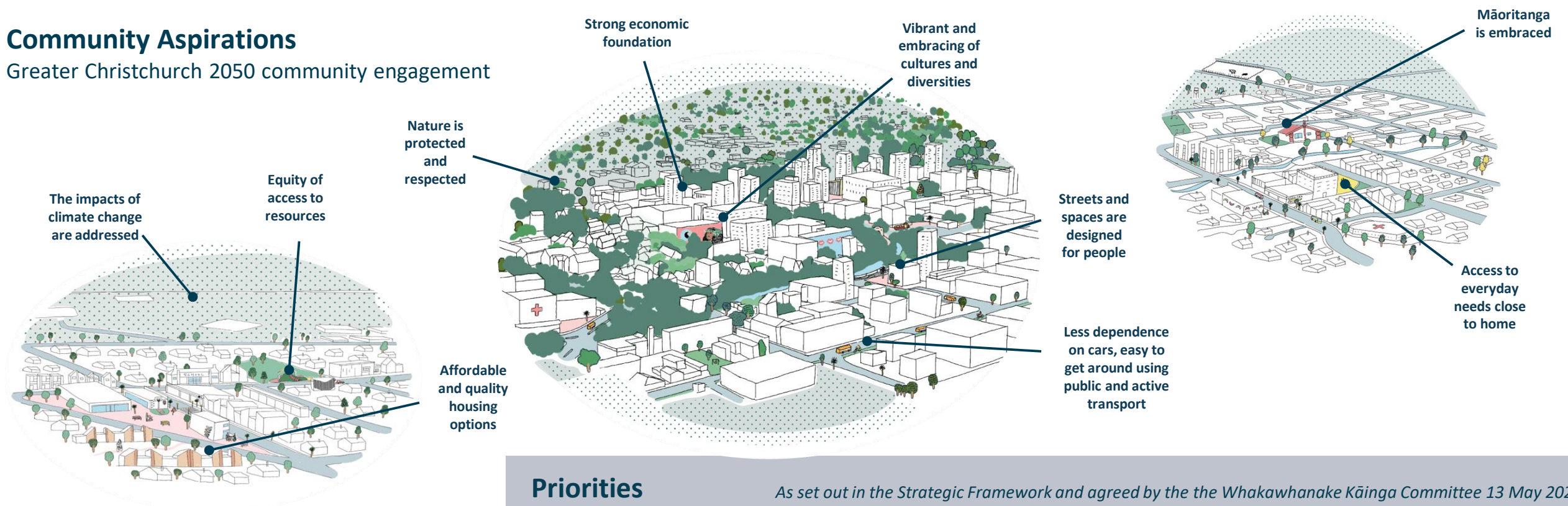


# Strategic Context

*The strategic framework for the Spatial Plan is guided by our communities' aspirations*

## Community Aspirations

Greater Christchurch 2050 community engagement



### Urban Challenges

Defined in the Spatial Plan Foundation Report



### National Policy Direction

*For example*

- National Policy Statement on Urban Development
- Emissions Reduction Plan
- Resource Management Reform



## Priorities

*As set out in the Strategic Framework and agreed by the the Whakawhanake Kāinga Committee 13 May 2022*

- Create a well-functioning and sustainable urban environment
- In achieving this, priority will be given to:
  - Decarbonising the transport system
  - Increasing resilience to natural hazards and the effects of climate change
  - Accelerating the provision of quality, affordable housing
  - Improving access to employment, education and services. Well-functioning has the meaning as defined in Policy 1,NPS-UD

## Opportunities

### Opportunity #1

Enable diverse and affordable housing in locations that support thriving neighborhoods that provide for people's day-to-day needs.

### Opportunity #2

Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.

### Opportunity #3

Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people.

### Opportunity #4

Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places.

### Opportunity #5

Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change.

### Opportunity #6

Provide space for businesses and the economy to prosper in a low carbon future.

# Urban Form Scenarios Evaluation

## Key results from the evaluation of urban form scenarios to inform the urban form direction

Three land-use scenarios and three transport packages were evaluated to understand the implications and intersections of land-use and transport planning and consider land-use, investment and policy interventions to achieve reduction in emissions and Vehicle Kilometres Travelled (VKT). A quantitative, qualitative, and mana whenua evaluation was undertaken.

### The compact scenario (focused on greater intensification in centres and along transit corridors) performed best across almost all criteria

#### Results from the mana whenua evaluation



The compact scenario was preferred because it:

- Reduces expansion over wāhi tapu and wāhi tāonga
- Reduces the irreversible loss of productive soils
- Provides opportunities to restore and enhance the natural environment
- Is more likely to achieve policy directives for integrated planning (land + water)

#### Results from the quantitative and qualitative evaluation



Best opportunity to achieve higher density typologies consistent with household and demographic trends towards demand for smaller housing



Least impact on productive soils and most likely to deliver positive outcomes for air quality and water use



Best accessibility and lower VKT and greenhouse gas emissions than other scenarios



Best opportunities for economic agglomeration and redevelopment



Better opportunity to mitigate risk associated with hazards and provide economies of scale to fund delivery

### There were other key conclusions that are key to the next stage of the draft Spatial Plan development

All scenarios raise concerns of potential harm to Tuahiwi Māori Reserve (MR873) including:

1. Becoming an unserviced and undeveloped island
2. Urban development and transport infrastructure can expand over wāhi tapu and wāhi taonga
3. Taking of Māori land
4. Reduced transport network connectivity for the Reserve
5. No public transport accessibility

Additional transport packages (Mass Rapid Transit, and additional transport policy interventions) improved the performance of all scenarios.

However, Vehicle kilometres travelled (VKT) and greenhouse gas emissions fail to meet anticipated Emission Reduction Plan (ERP) targets under all scenarios.

Further work is required to determine how the Spatial Plan should address housing affordability and market dynamics.

Avoiding natural hazards, particularly related to climate change, suggests significant growth is focused away from areas vulnerable to coastal inundation. This can be achieved in all scenarios.

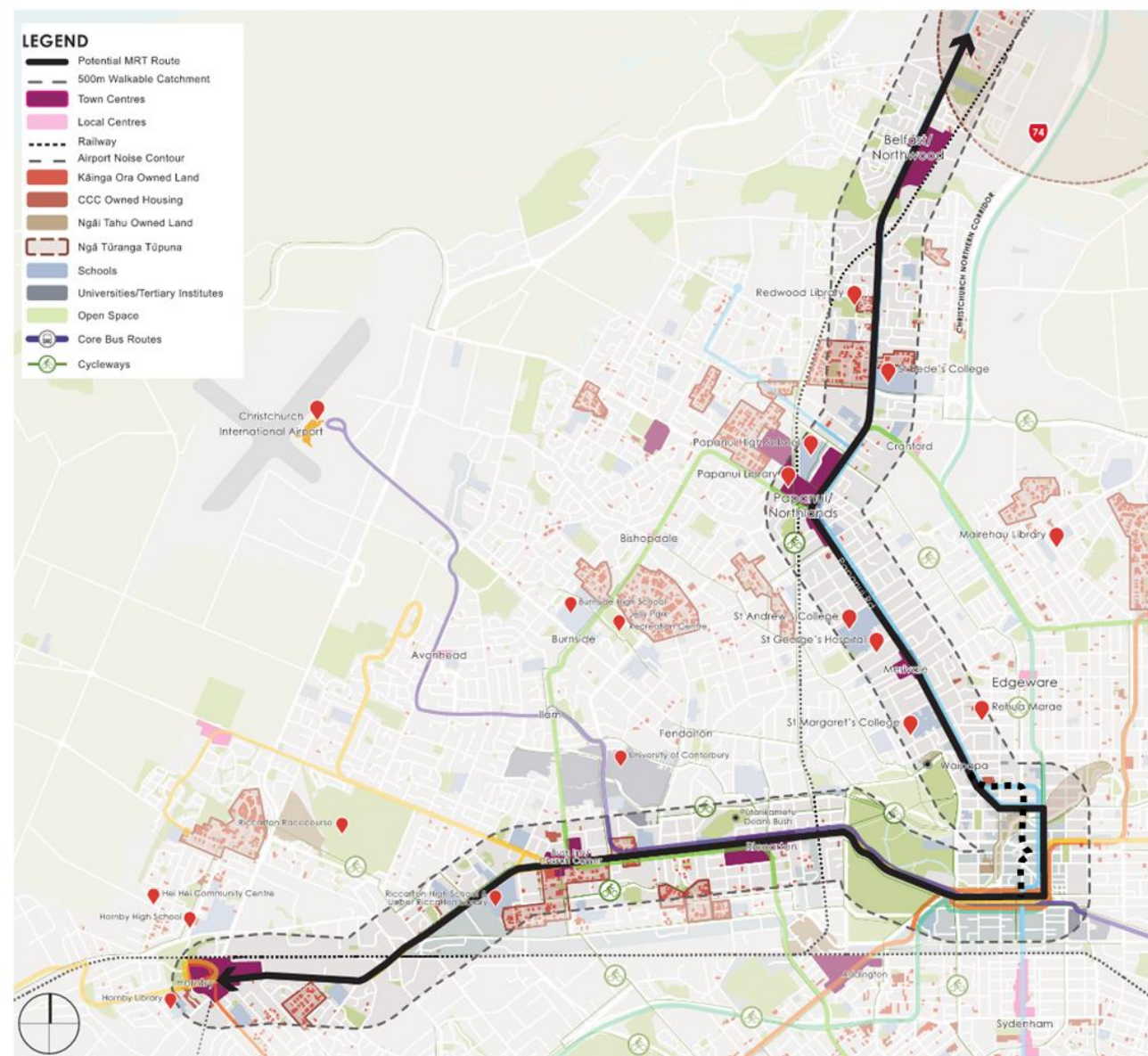


# Mass Rapid Transit

*Within stage 1 investigations, a preferred street running route has been identified*

A Mass Rapid Transit system needs to be supported by a wider integrated and effective Public Transport Network. The development of which is being considered through the work underway on the Greater Christchurch Transport Plan and Investment Programme.

## Preferred Street-Running City Route



**Mass Rapid Transit is a city-shaping investment which requires a significant increase in intensification at transit stops and along the route to be feasible**

### Key assumptions:

- Corridors to service the existing centres
- Hornby, Riccarton and Papanui are emerging metropolitan centres
- Philosophy to largely utilise existing transport corridors and adopt road space re-allocation to enable MRT priority
- Providing a high level of service for MRT along these routes would result in a low level of service for private vehicles and potentially areas for sustainable modes only
- South-western and Northern Corridor to form a continuous route/ service through the city centre to prevent additional city centre terminals
- Bus services to be modified to feed to MRT and not compete with it

### Next Steps:

- Complete street-running scenario
- Explore expanding MRT to the Districts (Stage 2)
- Compare against the heavy rail and limited stop scenarios (Stage 3)

# Urban Form Direction

*Direction to inform stakeholder engagement and development of the draft Spatial Plan*

## DIRECTION 1

Planning for future resilience, economic prosperity, and wellbeing through ensuring our planning can accommodate a population of 1 – 1.5 million

## DIRECTION 2

Higher densities around centres and major public transport / MRT corridors across all of Greater Christchurch's centres

## DIRECTION 3

Settlement patterns that reduce reliance on private vehicles through good access to local services and jobs by public and active transport modes

## DIRECTION 4

Supporting kāinga nohoanga on and off Māori Reserve land and providing better transport accessibility to Māori Reserve land

## DIRECTION 5

A stronger focus on driving business growth towards distinct commercial precincts to achieve economic agglomeration benefits

## DIRECTION 6

Focusing new growth away from locations vulnerable to coastal inundation and climate change impacts

## DIRECTION 7

Recognising the importance of a regenerated natural environment integrated into the urban form as a fundamental foundation to the spatial plan

**Achieving our outcomes requires a focus on targeted intensification around centres and public transport corridors.**

This Spatial Plan will need to provide a strong framework to increase momentum towards this.

Understanding the barriers and drivers that would unlock the development sector delivering on this direction is key. Housing preferences and affordability for our communities is at the heart of this.

Note that the Spatial Plan will provide for Housing Bottom Lines\* and housing choice.

*These directions are intended to provide for a strong urban heart in the Canterbury region, which recognises the importance and interdependencies with rural communities and the economy.*

\*Tier 1 and 2 local authorities are required to set housing bottom lines for the short-medium term and the long term in their regional policy statements and district plans which state the amount of development capacity that is sufficient to meet expected housing demand plus the appropriate competitiveness margin. The housing bottom lines must be based on information in the most recent publicly available Housing Capacity Assessment.





# Urban Form Direction

What achieving this direction would look like in 2050

Different types of development will be needed to give effect to our urban form direction across Greater Christchurch, for example



## CITY CENTRE

Primary centre for regional leisure, office based employment; apartments and multi-story residential. Highly accessible by public transport. 150 HH/ha +



## METROPOLITAN CENTRES

Sub-regional hub of retail, leisure, office-based employment with multi-story residential. Highly accessible by public transport. 70 HH/ha - 150 HH/ha  
*E.g. Riccarton, Hornby, Papanui, potentially Rolleston, Rangiora*



## TOWN CENTRES

Local hub of retail, leisure and local employment serving the needs of immediate and neighboring areas. Includes multi-story residential. Highly accessible by public transport. 50 HH/ha - 70 HH/ha  
*E.g. Lincoln, Kaiapoi*



## TRANSIT ORIENTATED

New distinct urban centres connected to urban area by mass rapid transit 70 HH/ha - 150 HH/ha



## ECONOMIC HUBS

Areas which primarily provide employment e.g. industrial that are highly accessible by public transport.  
*E.g. airport*



## SUBURBAN AREAS

Residential areas within wider urban areas with local centres to provide everyday needs. A range of high-medium density housing. Good quality public transport access.  
*E.g. St Albans*



## TOWNSHIP

Residential areas within rural areas with local centre to provide everyday needs. A range of high-medium density housing.  
*E.g. West Melton*



## KĀINGA NOHOANGA/ PAPA KĀINGA

Local hubs of residential living, community facilities and economic activity. A range of high-medium density housing. Connected with public transport.



## GREENFIELDS

Average of 30 HH/ha in Christchurch city and average of 25HH/ha in Districts. Could include aspects of Rural Residential Living.



## RURAL AREAS

Productive land is protected from urban development.

The next stage of spatial plan development is to determine where and how these different type of developments occur to achieve the following outcomes:



### Kāinga Nohoanga

- Māori reserves are centres of community, employment and living
- Māori reserves have good public and active transport to support accessibility within, and with the wider network
- Mana whenua are able to live in ways aligned with their cultural values



### Prioritised Environmental Outcomes

- More indigenous habitats and biodiversity
- Strong blue-green network to support sustainable habitats and mitigate the effects of climate change
- Greater use of public green spaces to support nature and biodiversity and provide access to green space



### Stronger Centres

- Centres have a strong identity with distinctive roles and contribution within Greater Christchurch
- Centres provide colocation of high-density living, employment and access to everyday services using active transport modes
- Centres connected by high-frequency public transport



### Economic Agglomeration

- Employment consolidated into fewer centres of scale
- Distinct commercial precincts attracting similar businesses to achieve agglomeration benefits
- Strong connectivity between businesses, tertiaries and research centres



### Better Transport Options & Access

- Most people can access services and employment via active and public transport
- Public transport competitive alternative to private car use



### More Housing Choices

- More people living in multi-unit development within easy access using active and public transport to services and employment
- More diverse housing types – multi-generational, co-housing
- Greater use of public realm to provide space for recreation, socialising

# Next Steps

*The next step is to engage with stakeholders and develop the draft Spatial Plan*

Practically, this means our focus over the next six months will be to:

1. Confirm targeted areas for intensification, and define the function and opportunity of centres within a centres network reflecting ways of living and working post COVID
2. Engage with developers, infrastructure providers and stakeholders to identify market response and infrastructure requirements
3. Complete housing and business capacity assessments and identify a clear pathway for housing affordability
4. Complete the MRT Indicative Business Case and develop a Transport Plan and Investment Programme that gives effect to the Spatial Plan

5. **Areas to protect or avoid in perpetuity**

Blue-green networks

Mana whenua priorities

Future direction of urban development

Priority development areas and centres

Transport and infrastructure networks

6. Identify the policies and investment that give effect to the Kāinga Nohoanga Strategy
7. Determine the most effective combination of implementation tools
8. Develop a joint work programme and monitoring framework





An aerial photograph of a coastal town and bay, overlaid with a dark blue tint. The town is situated on a peninsula or near a bay, with a large body of water in the foreground. In the background, a range of mountains is visible under a clear sky. The overall scene is a wide, panoramic view of a coastal area.

# Appendices

# Appendix 1: Context – purpose and overview

## Purpose of the Spatial Plan

The Spatial Plan will consider how Greater Christchurch can cater for future projected growth and future-proof our urban area to respond to faster, or further growth beyond that; drive productivity and be resilient in the context of climate change and shocks.

The Spatial Plan will broadly aim to:

- provide a shared view of the key urban issues facing Greater Christchurch and the priorities that need to be advanced to address them
- integrate policy, planning and investment decisions across central and local government, as well as across different legislative functions
- support quality, well-functioning urban areas by identifying areas appropriate for future development and their related infrastructure requirements

## Spatial Planning as a tool to drive implementation

The Spatial Plan:

1. Sets the strategic direction for the spatial elements of an urban area
2. Actively manages growth through integrated planning, strong partnership and associated implementation of joint programme

## Purpose of Mass Rapid Transit Business Case

The Indicative Business Case (IBC) aims to identify whether a future investment in Mass Rapid Transit in Greater Christchurch is justified, and the most suitable route. Previous work on MRT has indicated that its viability is very dependent on intensification occurring along the corridors/around the stations, hence the need for MRT to be considered alongside the GCSP.

Urban Growth Context*	
<b>Greater Christchurch Size (km2)</b>	1,403
<b>Population (2021 est.)</b>	536,880
<b>% Non-European (2018)</b>	25%
<b>% 65+ (2018)</b>	15.8%
<b>Median age (2021 est.)</b>	38.1
<b>GDP/capita (2021, CHCH only)</b>	\$72,000
<b>Deprivation index (10 highest)</b>	4.5
<b>Median dwelling price (Jun-22, CHCH only)</b>	\$700,000
<b>Annual population growth (average last 3 years)</b>	2.5%
<b>Annual population growth (average last 15 years)</b>	1.5%

Growth Management Performance		
<b>Housing affordability</b>	<i>Mean dwelling cost / Mean household income (CHCH only Mar22)</i>	6.9
<b>Transport choice</b>	<i>Public transport share of peak trips (2019)</i>	2.5%
<b>Climate change</b>	<i>Transport emissions as % of CO2 emissions (CHCH only, 2018/19)</i>	54%

\*Total for three TAs





# Appendix 1: Context – strategic framework

As agreed at the Whakawhanake Kāinga Committee meeting 13 May 2022

## Te Tiriti o Waitangi

### GC2050 Kaupapa

**Tiaki tāngata tiaki whenua - care for the people, care for the land**

### GC2050 Outcomes

*What we want Greater Christchurch to be like in the future*

- Intergenerational wellbeing through collective action
- A sustainable urban form which supports wellbeing
- A vibrant place that people love
- Regenerated natural environments
- A sustainable economy that attracts and grows innovative people and ideas
- Empowered people

### UGP Priorities

*What we need to focus on now to achieve our desired outcomes for Greater Christchurch*

Create a well-functioning and sustainable urban environment. In achieving this, priority will be given to:

- decarbonising the transport system
- increasing resilience to natural hazards and the effects of climate change
- accelerating the provision of quality, affordable housing
- improving access to employment, education and services.

### Opportunities / Objectives

*What we will do through the spatial plan to address our priorities and contribute to our desired outcomes for Greater Christchurch*

#### Opportunity #1

Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs.



#### Opportunity #2

Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.



#### Opportunity #3

Protect, restore and enhance the natural environment, biodiversity and connectivity, and improve people's access to it.



#### Opportunity #4

Protect, restore and enhance historical and cultural values and improve people's connections to them.



#### Opportunity #5

Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change.



#### Opportunity #6

Provide space for businesses and the economy to prosper in a low carbon future.



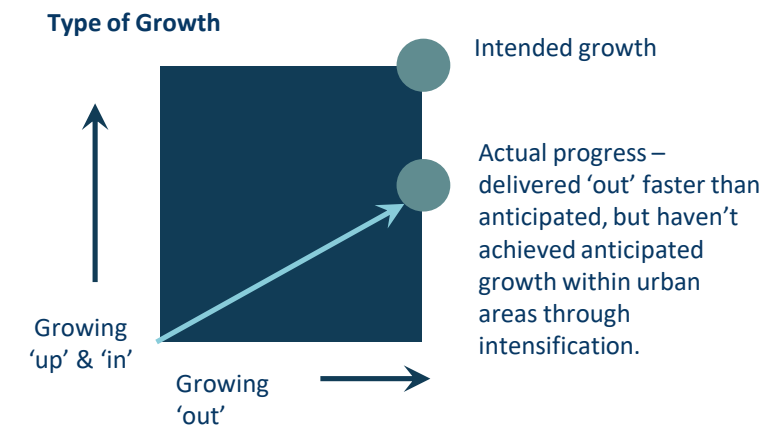
# Appendix 1: Context – performance of current urban form against existing strategic direction

## Impact of the earthquakes

- Significant impact on Greater Christchurch’s spatial distribution of population and employment.
- Through the Land-Use Recovery Plan, much of this post-earthquake demand was supported by opening new housing areas that had been planned to meet longer term growth needs under the UDS around the urban fringes of the City and the larger towns in Selwyn and Waimakariri.
- The urban form and pattern planned for through the UDS was delivered but at an unanticipated pace and with need to accelerate ‘greenfield’ development.
- The idea of developing a consolidated or compact urban form and increasing densities has been agreed since the inception of the UDS.

## Current urban form

- Our current urban form is aligned to that planned and anticipated through the UDS and Our Space, with the exception of some recent private plan changes.
- Intensification rates however are slower than planned, particularly in the Districts. This is partly to do with the increased pace at which ‘greenfield’ was needed to be made available post the earthquakes.
- Government direction and legislation has also allowed further opportunity for ‘greenfield’ development to occur (e.g. Housing Accords and Covid Fast Track). However, these aspects have been aligned to the urban form and pattern anticipated in the UDS.
- NPS-UD Policy 8 has seen a significant increase in private plan change requests seeking to rezone additional ‘greenfield’ land beyond those areas anticipated.
- Implementation of the Enabling Housing Supply Act will introduce medium density standards across most residential zones.
- The existing strategic direction therefore needs to be reviewed and updated to align with policy direction (e.g. emissions reduction)



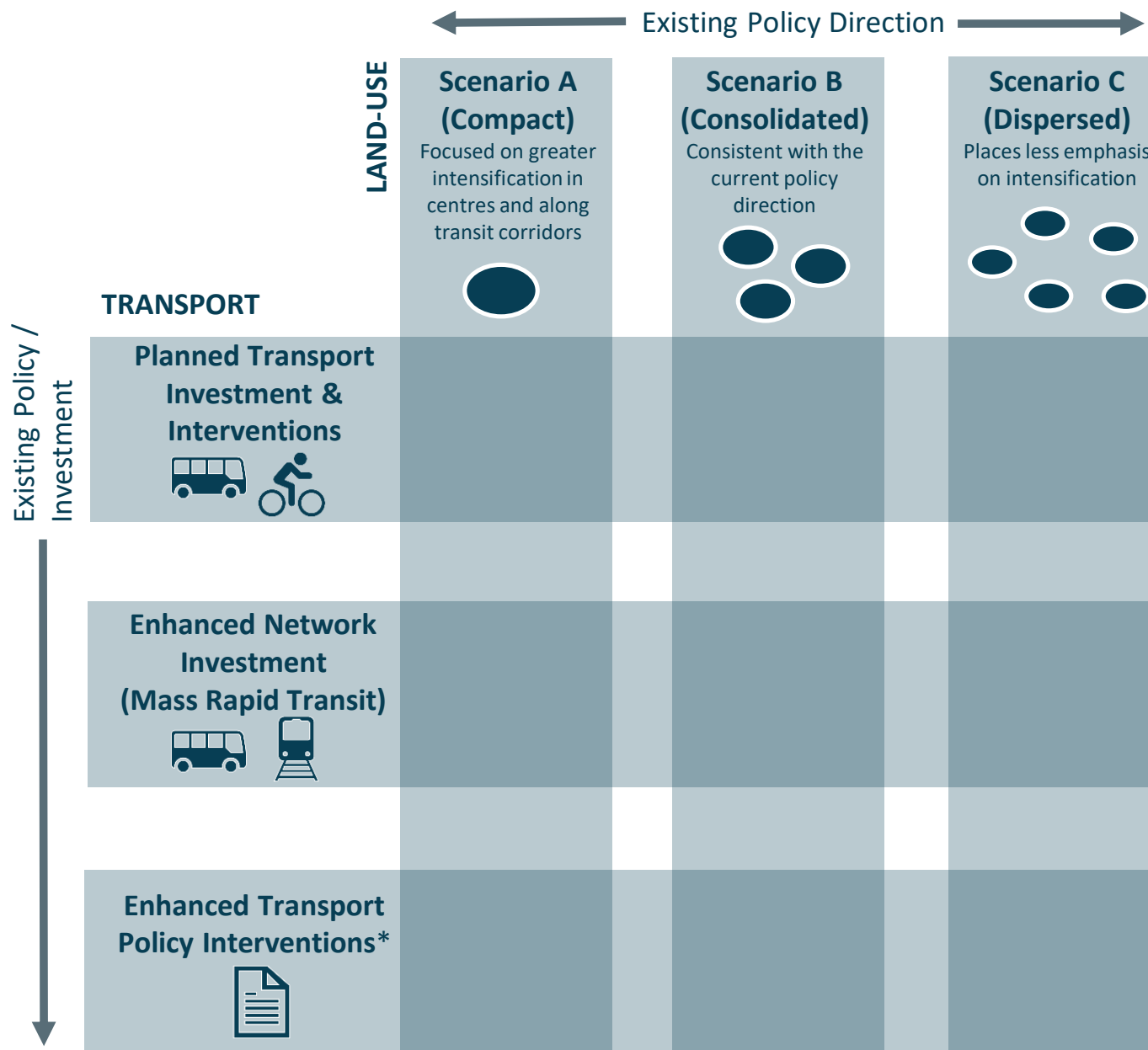
PLANNING CONTEXT





# Appendix 2: Evaluation of the urban form scenarios – methodology

## URBAN FORM SCENARIOS



## EVALUATION



\* Enhanced Transport Policy Interventions package: A representative package of policy and pricing interventions that could help manage transport demand that includes: Work-at-home: 50% increase (from 10% to 15%), Road network speeds: 20% general reduction, PT Fares: 80% Reduction, PT Frequency: 50% Increase, PT Access Time: 10% Reduction, Road Pricing (distance-based charge): \$0.25/km, Cycle level of service: 20% improvement, Walking level of service: 10% improvement, Top rate adjustment: 5% reduction in non-home-based trips



# Appendix 2: Evolution of urban form scenarios – results of the quantitative and qualitative evaluation

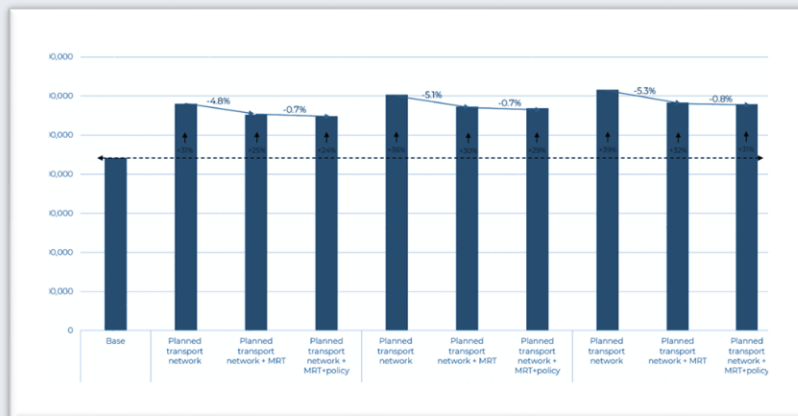
Criteria	Scenario A (Compact)	Scenario B (Consolidated)	Scenario C (Dispersed)
<b>OPPORTUNITY 1 – Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs</b>			
Housing Development Capacity	Can be achieved under all UFCs		
Diversity of Housing Types	Green	Yellow	Orange
Housing Affordability	Green	Yellow	Orange
Water Infrastructure	Different considerations and requirements, more analysis to follow		
Thriving Neighbourhoods – meet diverse needs, access to green space, local services, sense of connection & safety	Can be achieved under all UFCs, but considerations and requirements are different		

Best opportunity to achieve higher density typologies consistent with household and demographic trends towards demand for smaller housing

Criteria	Scenario A (Compact)	Scenario B (Consolidated)	Scenario C (Dispersed)
<b>OPPORTUNITY 2 – Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities</b>			
Access to social and economic opportunities – jobs	Green	Green	Yellow
Access to social and economic opportunities – local activities	Green	Green	Yellow
Travel mode share	Yellow	Yellow	Yellow
Vehicle kilometres travelled	Orange	Orange	Orange
Transport emissions	Yellow	Yellow	Yellow
Public transport	Green	Green	Yellow
Equitable access	Green	Green	Yellow
Freight efficiency	Orange	Orange	Orange
Transport infrastructure	Green	Yellow	Orange

Best accessibility and lower VKT and greenhouse gas emissions than other scenarios

Total VKT under each urban form scenario relative to current VKT



Criteria	Scenario A (Compact)	Scenario B (Consolidated)	Scenario C (Dispersed)
<b>OPPORTUNITY 3 – Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people</b>			
Productive land	Orange	Orange	Orange
Water use	Green	Yellow	Orange
Air quality	Green	Yellow	Orange
Water quality	Can be achieved under all UFCs, but considerations and requirements are different		
Biodiversity	Can be achieved under all UFCs, but considerations and requirements are different		
Significant landscapes	Significant landscapes are protected under all UFCs		

Least impact on productive soils and most likely to deliver positive outcomes for air quality and water use

Criteria	Scenario A (Compact)	Scenario B (Consolidated)	Scenario C (Dispersed)
<b>OPPORTUNITY 4 – Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people’s physical and spiritual connection to these places.</b>			
Mana whenua assessment			

Criteria	Scenario A (Compact)	Scenario B (Consolidated)	Scenario C (Dispersed)
<b>OPPORTUNITY 5 – Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change</b>			
Natural hazards – Climate related	Green	Yellow	Orange
Natural hazards – Geotechnical	Green	Yellow	Orange
Climate Change – adaptation	Can be achieved under all UFCs, but considerations and requirements are different		
Climate Change – managed retreat	Orange	Yellow	Green

Better opportunity to mitigate risk associated with hazards and provide economies of scale to fund delivery

Criteria	Scenario A (Compact)	Scenario B (Consolidated)	Scenario C (Dispersed)
<b>OPPORTUNITY 6 – Provide space for business and the economy to prosper in a low carbon future</b>			
Business Development Capacity <sup>1</sup>	Can be achieved under all UFCs		
Effective Job Density	Slightly better	Green	Green
Effective Agglomeration-Adjusted Job Density	Green	Green	Yellow
Effective Consumption Density	Green	Green	Yellow
Equitable Access to Employment	Green	Green	Slightly better
Central City Vibrancy	Slightly better	Green	Orange
Redevelopment opportunities	Green	Yellow	Orange
Low Carbon Future	Green	Yellow	Orange
Self-sufficiency	Yellow	Yellow	Green

Best opportunities for economic agglomeration and redevelopment





## Appendix 2: Evaluation of urban form scenarios – Manawhenua evaluation framework and conclusions

Mahaanui Kurataiao Limited were contracted to evaluate the urban form scenarios.

### Evaluation Framework

Mana whenua developed a bespoke evaluation tool made up of the following components:

1. Iwi Management Plan and Ngā Kaupapa Policy directives
2. Priorities for mana whenua – rangatiratanga and kāinga nohoanga
3. Cabinet Office Circular – Guidelines for policymakers to consider Te Tiriti in policy development and implementation
4. Mana Whenua Wellbeing Index developed through the Ngāi Tahu Research Centre
5. Assessment of the Opportunity statements

### Evaluation Conclusions

The assessment is that mana whenua prefer the compact scenario as it:

1. Reduces expansion over wāhi tapu and wāhi tāonga
2. Reduces the irreversible loss of productive soils
3. Provides opportunities to restore and enhance the natural environment
4. is more likely to achieve policy directives for integrated planning of the use of land and water

All of the models raise concerns of potential harm to the Tuahiwi Māori Reserve, MR873, but the compact scenario poses the least risk of harm. Potentially harmful effects to MR873 include:

1. Could become an unserviced and undeveloped island
2. Urban development and transport infrastructure can expand over wāhi tapu and wāhi taonga
3. Taking of Māori land
4. Reduced transport network connectivity as MRT has the potential to cut off existing local road connections to the east, making people drive further to connect back to the main roads.
5. No public transport (MRT) accessibility

### Other matters

- Māori reserves are treated as being outside of urban areas which has the consequence that development aspirations are missed, fall through policy gaps, and have no specific actions for infrastructure development.
- Māori reserve land is inconsistently described (sometimes rural and other times urban). A solution is if kāinga nohoanga is acknowledged as a form of land use and development (in its own right) and represented this way in all urban form scenarios.
- Consistently presenting Māori reserves as locations where no change is expected to happen creates a substantial barrier to realising the opportunities for growth in housing, services, and economic activity because there will be no infrastructure development.
- Background technical data for accessibility to schools, key activity areas, medical centres, public transport all showed Māori reserves as being poorly served compared to all other urban areas. Failing to recognise Māori reserves at the point of conceptual planning will perpetuate inequities.



# Appendix 3: Mass Rapid Transit - City centre route

## Route description

- Enters the City Centre through Victoria Street and Riccarton Ave.
- The option connects past the hospital, travelling along Tuam Street, Manchester Street, Kilmore Street and then onto Victoria Street.
- The route is approximately 4,700 m in length.



## LEGEND

- |                               |                       |  |
|-------------------------------|-----------------------|--|
| Potential MRT Route           | Christchurch Hospital | Ngā Tōrenga Tōrenga                        |
| 500m Walkable Corridor        | Hospital Precinct     | Vacant Lots                                |
| Existing & Proposed Cycleways | Civic Buildings       | New Developments/Development Opportunities |
| Street Upgrades               | Ngā Tahu Owned Land   | Open Space                                 |
| Existing Tourist Tram Route   | Wahi Tapu/Wahi Taonga |  |
| Existing Tourist Tram Stops   |                       |  |
| Schools                       |                       |  |

## KEY CENTRAL CITY DESTINATIONS

- |                                    |                               |                                 |
|------------------------------------|-------------------------------|---------------------------------|
| 1 Cathedral Square                 | 8 The Arts Centre             | 15 Bus Exchange                 |
| 2 Te Pae Convention Centre         | 9 Canterbury Museum           | 16 Arts Institute of Canterbury |
| 3 Tōrangā                          | 10 Botanic Gardens            | 17 Canterbury Multi-use Arena   |
| 4 Performing Arts Precinct         | 11 Christchurch Hospital      |                                 |
| 5 Christchurch Town Hall           | 12 Hagley Oval                |                                 |
| 6 Christchurch Art Gallery         | 13 Fanshawe Recreation Centre |                                 |
| 7 Christchurch City Council Office | 14 Justice Precinct           |                                 |

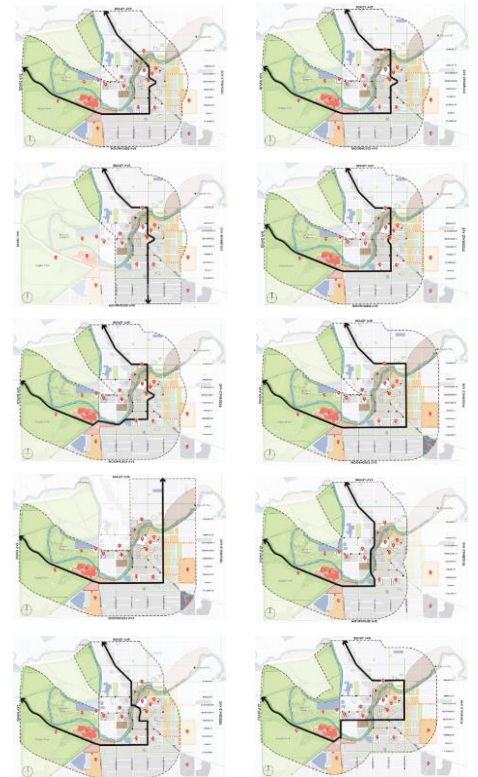
## PROS

- Good accessibility to all key city centre destinations, including the Canterbury Multi-Use Arena, Ara Campus, East Frame residential area and future mixed use developments to the east.
- Using Manchester Streets, leaves Colombo Street to become pedestrian orientated.
- Manchester Street is an existing public transport corridor. MRT here would closely align with identified function for this corridor.
- Provides transfer legibility at both the Manchester and Hospital 'Super Stops' and the Bus Exchange.
- PT only opportunity exists along Manchester and Tuam Streets.

## CONS

- Potential space constraints given Victoria and Tuam Streets include strategic cycle routes.
- Potential space constraints with existing Manchester Street bus routes, given the existing bus priority space allocation along Manchester Street.
- Route is less accessible to destinations on the western extent of the city centre.

## Ten long list routes





# Appendix 3: Mass Rapid Transit - South-western route

## Route description

- The option connects Hornby with the city centre via the Riccarton Road corridor.
- It aims to further increase the residential catchment over Option SW3 by running along the full length of Riccarton Road corridor. It services the Riccarton Rd KAC (key employment area) and enter the city centre via Tuam Street.
- This reduces the corridor length by 600m when compared to option SW3, to create a route of approximately 7,500m in length.



## PROS

- Aligns with Riccarton and Hornby emerging metropolitan centres as well as Church Corner Town Centre.
- Shortest length to connect Hornby and Riccarton
- Opportunity for transit mall at Riccarton centre
- Enables multi-modal transfer connection to the airport
- High portion of residential catchment within corridor
- Aligns with several Kainga Ora ownership parcels – unlocking potential
- Already high bus patronage along corridor (strong existing market)

## CONS

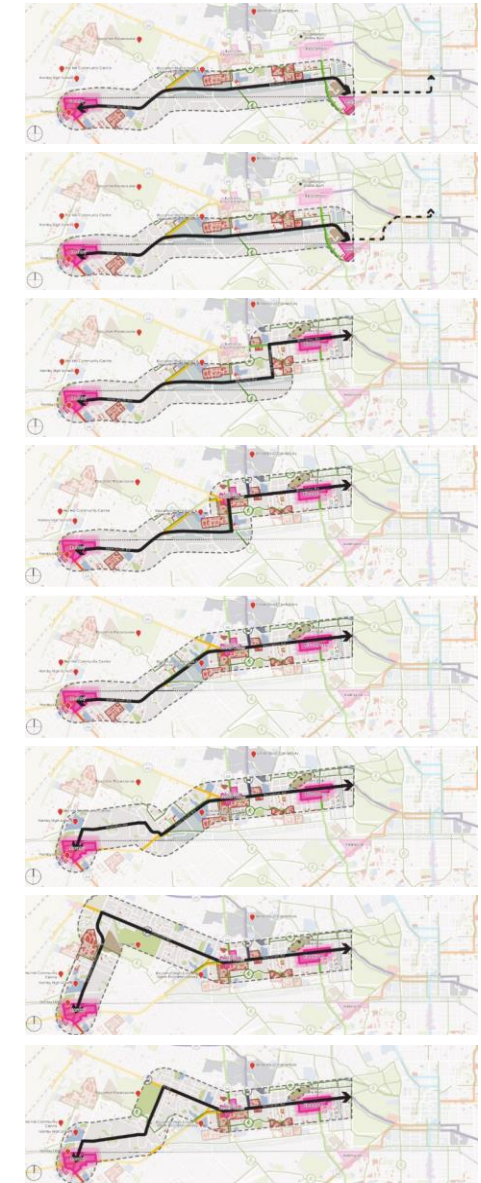
- Operational complexity with MRT and Orbiter
- Rail level crossing at Main Sth Rd and Shands Rd
- Rail level crossing at Riccarton Rd
- Freight function on Main Sth Rd

## LEGEND

- Potential MRT Route
- - - 500m Walkable Catchment
- Key Activity Centres
- Town Centres
- Local Centres
- - - Railway
- - - Airport Noise Contour
- Kāinga Ora Owned Land
- CCC Owned Housing
- Ngā Tahu Owned Land
- Ngā Tūrangā Tūpuna
- Schools
- Universities/Tertiary Institutes
- Open Space
- Core Bus Routes
- Cycleways

IDM TRANSIT: ROUTE OPTIONS LONG LIST | SOUTH-WESTERN 04  
23

## Eight long list routes

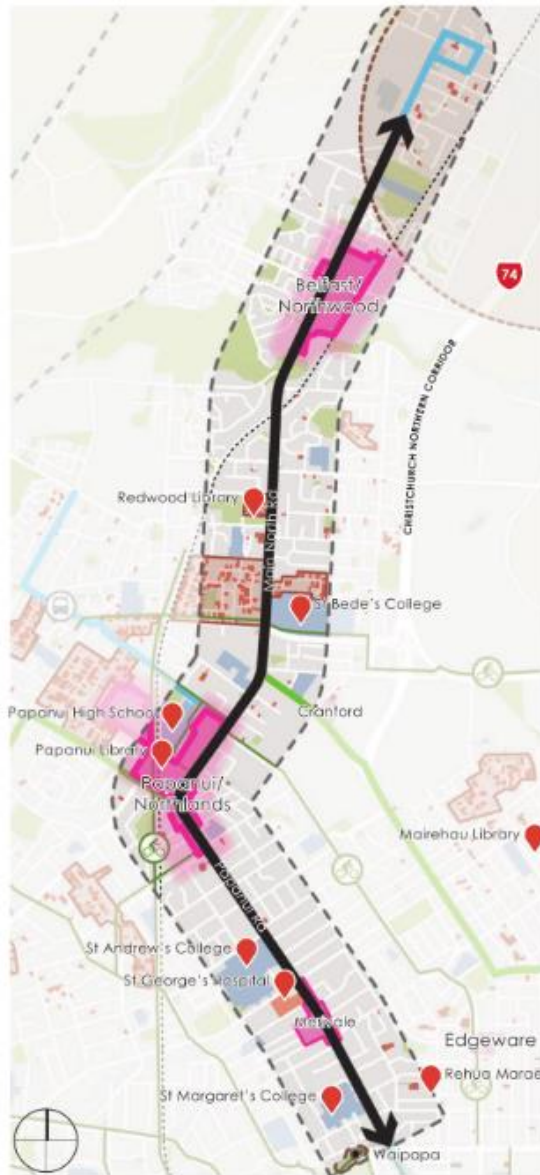




# Appendix 3: Mass Rapid Transit – Northern route

## Route description

- The option connects Belfast/Northwood with the city centre via Papanui Road and Main North Road corridor.
- It aims to maximise the residential and employment catchment by including Merivale and Papanui centres and enters the city centre via Victoria Street.
- The route is approximately 9,400m in length.



## LEGEND

- Potential MRT Route
- - - 500m Walkable Catchment
- Key Activity Centres
- Town Centres
- Local Centres
- - - Railway
- - - Airport Noise Contour
- Core Bus Routes
- Cycleways
- Kāinga Ora Owned Land
- Christchurch City Council Owned Housing
- Ngāi Tahu Owned Land
- Ngā Tūrangā Tūpuna
- Mahaanui Iwi Management Plan Silent Files
- Schools
- Universities/Tertiary Institutes
- Open Space

## PROS

- Aligns well with key activity centres and town centres
- Number of significant schools in catchment
- Possible opportunities for transit malls
- Opportunity for intensification along the route
- Aligns with pockets of Kainga Ora ownership – unlocking opportunity
- Utilise existing overbridge structure to cross railway

## CONS

- Papanui / Harewood intersection
- Narrow cross section

## Two long list routes



## Appendix 4: Urban Form Direction – Transition Pathway

### 2022

- Housing affordability met through greenfield development, some infill
- Infill development distributed across the urban area
- Commercial space provided with mix of greenfield and brownfield, distributed across the urban area
- Most people undertake most trips using a private car
- Fragmented, marginal natural habitats and vulnerable biodiversity

### Transition Pathway

- Utilise wide range of policy and investment tools to achieve urban shifts, including being prepared to use funding, incentive and restrictive mechanisms
- Balancing the response to immediate challenges and future proofing
- Move beyond ‘predict and provide’ approach towards achieving urban shifts
- Move from investment-response to investment-led approach to infrastructure
- Recognition of the role of the private sector, public sector, mana whenua, community, business and others in transition, and more collaboration to achieve transition
- Recognise equity considerations and other externalities, and the needs of all our communities

### 2050

- Housing affordability met through greater intensification of existing brownfield – multi-unit / multi-storey development
- Public realm plays key role in supporting the natural environment, providing space for recreation and social connection
- Commercial space provided for in centres
- Most people have access to their everyday needs using public or active transport
- Sustainable natural habitats and ecosystems support indigenous biodiversity



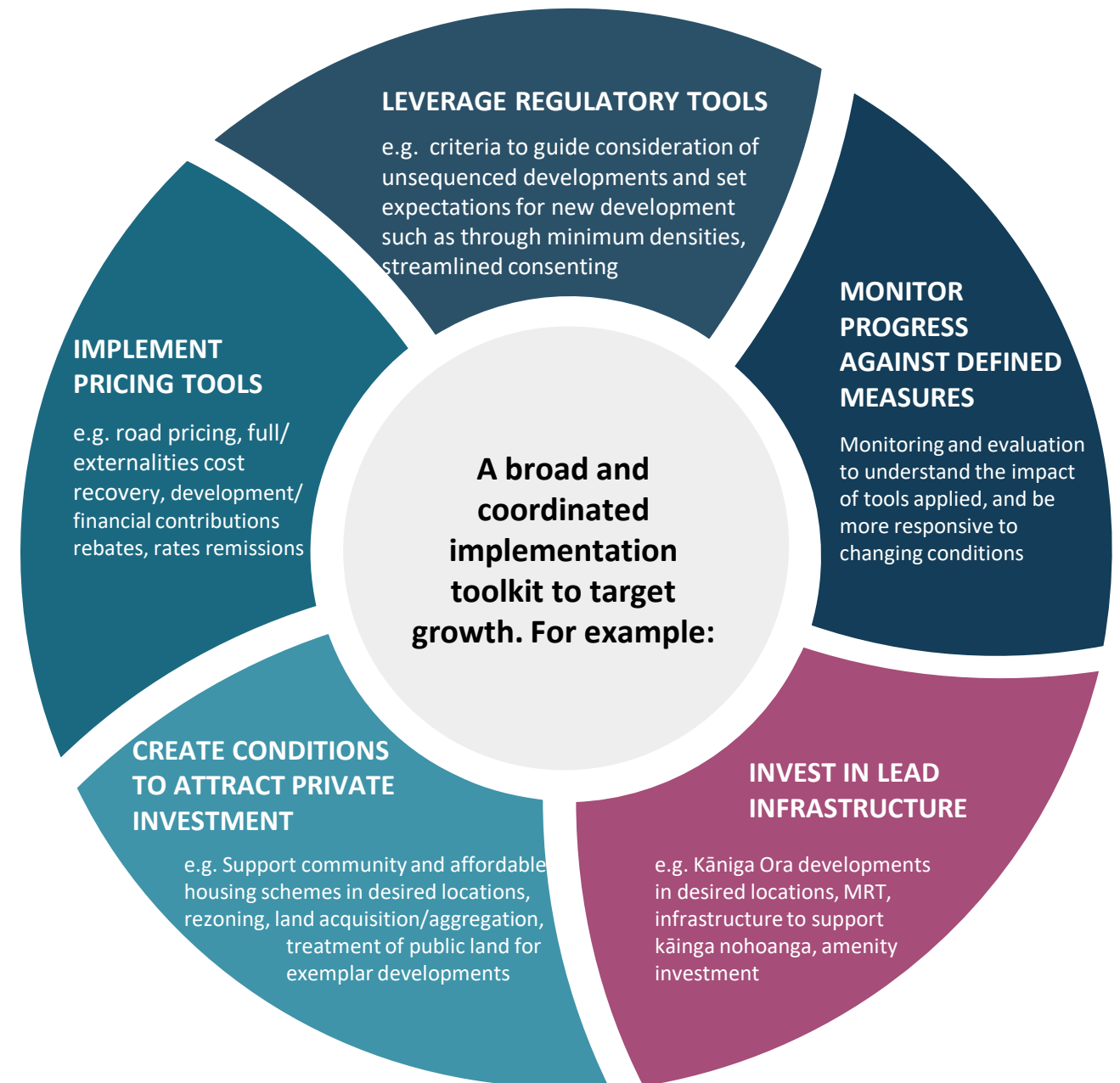


## Appendix 5: Implementation Tools

**Successful implementation of targeted intensification will require us to use a wider range of tools, beyond zoning and land use planning**

To achieve the change we need to use a **range of tools**. The next stage will assess what works best in the Greater Christchurch context.

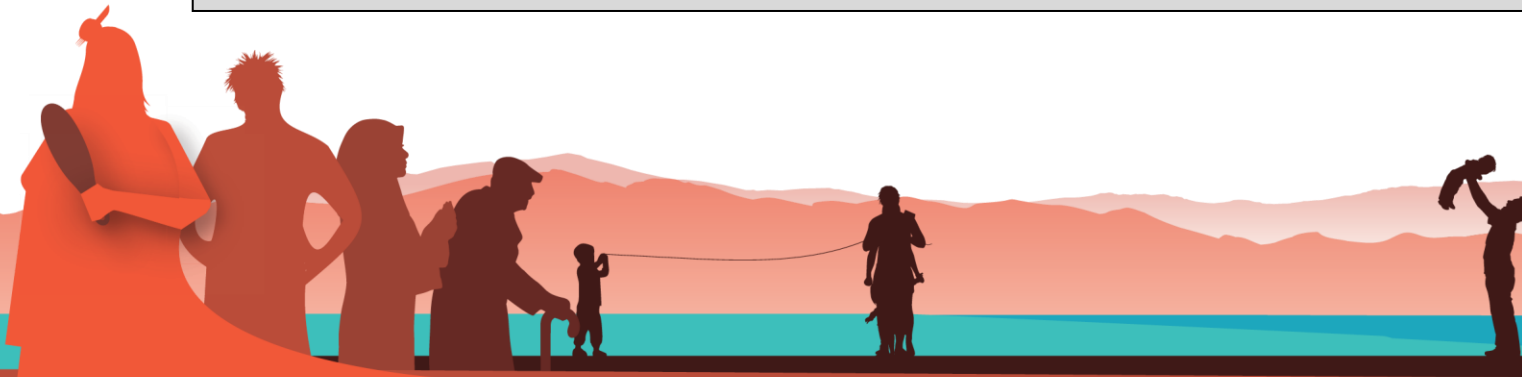
To make the toolkit effective, and to optimise investment then it has to be used in a **coordinated/collaborative way over time**.



# URBAN FORM SCENARIOS EVALUATION REPORT

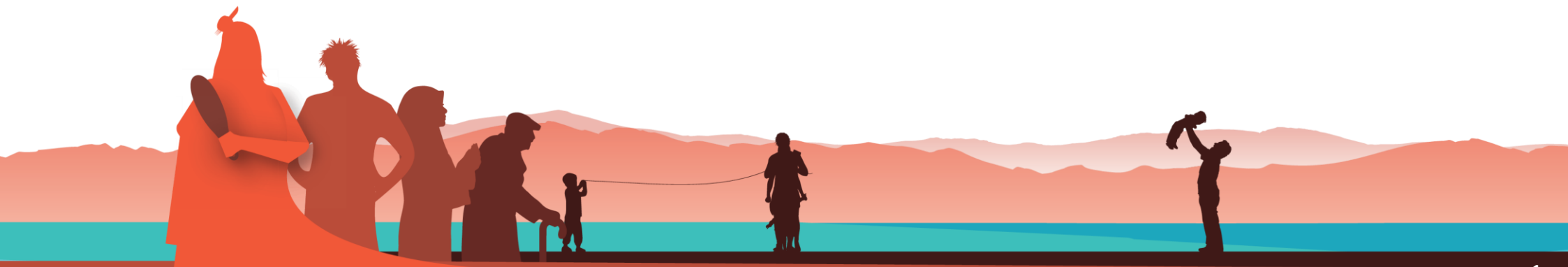
DECEMBER 2022

The high level conclusions of this evaluation were captured in [August 2022 briefing to the Whakawhanake Kāinga Komiti](#). This evaluation assessed scenarios, not options, and informed the development of urban form directions also contained in the August briefing to the Whakawhanake Kāinga Komiti. Further work has also since been done to translate these urban form directions into a potential desired pattern of growth and further articulation of the future function of centres.



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# Introduction

## Purpose of this report

The Greater Christchurch Spatial Plan work programme has five phases. Phase 1 (Evidence Base) and 2 (Strategic Context) is summarised in the Foundation Report.

This report summarises the work undertaken for Phase 3 – Urban Form Scenario Evaluation. The purpose of this Phase is to understand how different land-use scenarios and transport packages contribute to the realisation of our outcomes and priorities as set out in the Greater Christchurch Spatial Plan Strategic Framework (Strategic Framework), to inform the development of urban form direction and development of the Plan. The methodology used in Phase 3 includes the following steps:

1. The development of urban form scenarios that include both land-use and transport packages.
2. The development of an evaluation framework which enables assessment of the urban form scenarios against the outcomes and priorities set out in the Strategic Framework.
3. Assessment of the urban form scenarios against the desired outcomes for our urban form is being led through a process of technical evaluation. The evaluation of each urban form scenario considers a set of criteria which have been derived from the Opportunity Statements.

This report provides the conclusions of the steps taken up to and including the ‘evaluation of urban form scenarios’ in Phase 3 of the work programme.

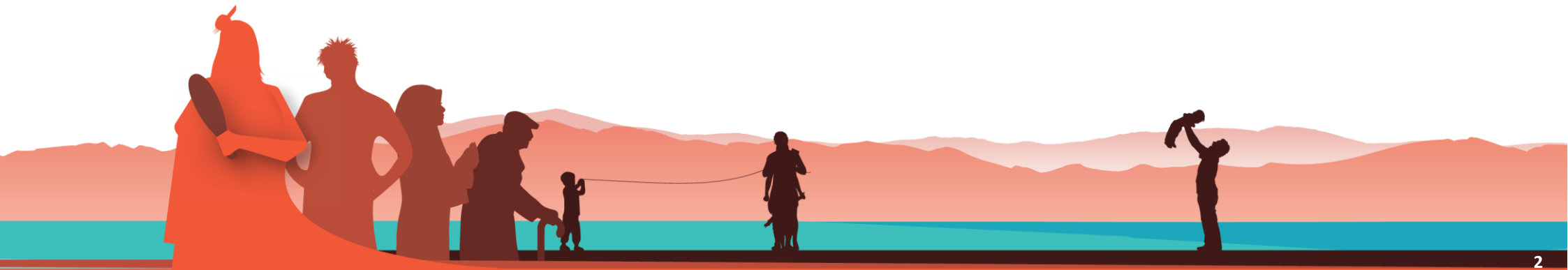
Consideration of the urban form scenarios by mana whenua has been undertaken outside of the technical process having regard to the obligations of Te Tiriti o Waitangi, rangatiratanga and the ManaWhenua Wellbeing Index developed by the University of Canterbury Ngai Tahu Research Centre. Where appropriate, outcomes from that evaluation are noted in the technical evaluation described in this report.

### Broad phases of work to develop the spatial plan



### Scope of the Urban Form Scenario evaluation

To inform the Plan Development, three land-use scenarios and three transport packages were evaluated to understand the implications and intersections of land-use and transport planning and consider land-use, investment and policy interventions to achieve reduction in emissions and Vehicle Kilometres Travelled (VKT). A quantitative, qualitative, and mana whenua evaluation was undertaken.



## Strategic framework for the Spatial Plan

The Strategic Framework (overleaf) provides direction to the Greater Christchurch Spatial Plan. It describes the priority issues we need to start to address now in Greater Christchurch, and the collective aspirations we have for the future of our people and place. These priorities and outcomes have been previously agreed through the establishment of the Greater Christchurch Urban Growth Partnership and emerging direction of Greater Christchurch 2050.

These outcomes and priorities, alongside the assessment of urban challenges and opportunities set out in the Greater Christchurch Spatial Plan Foundation Report, translate into six Opportunity Statements that identify how we can close the gap between our current state and our desired future state through the Spatial Plan.

## Evaluation framework

The evaluation framework described in this report was designed to assess the performance of different urban form scenarios against a range of evaluation criteria. The approach included the establishment of a set of evaluation criteria structured under the Opportunity Statements, and a cascading assessment structure as follows:

1. Assessment of whether the urban form scenarios perform differently against the criterion
2. If so, ranking the performance of the urban form scenarios from best to worst
3. Assessment of the performance of each urban form scenario relative to now



# Greater Christchurch Spatial Plan Strategic Framework

## Te Tiriti o Waitangi

### GC2050 Kaupapa

Tiaki tāngata tiaki whenua - care for the people, care for the land

### GC2050 Outcomes

*What we want Greater Christchurch to be like in the future*

- Intergenerational wellbeing through collective action
- A sustainable urban form which supports wellbeing
- A vibrant place that people love
- Regenerated natural environments
- A sustainable economy that attracts and grows innovative people and ideas
- Empowered people

### UGP Priorities

*What we need to focus on now to achieve our desired outcomes for Greater Christchurch*

Create a well-functioning and sustainable urban environment. In achieving this, priority will be given to:

- decarbonising the transport system
- increasing resilience to natural hazards and the effects of climate change
- accelerating the provision of quality, affordable housing
- improving access to employment, education and services

### Opportunities / Objectives

*What we will do through the spatial plan to address our priorities and contribute to our desired outcomes for Greater Christchurch*

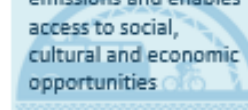
#### Opportunity #1

Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs



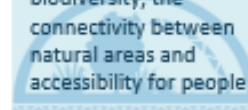
#### Opportunity #2

Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities



#### Opportunity #3

Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people



#### Opportunity #4

Protect, restore and enhance historic heritage and sites and areas of significance to Māori, and provide for people's physical and spiritual connection to these places



#### Opportunity #5

Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change



#### Opportunity #6

Provide space for businesses and the economy to prosper in a low carbon future





# Urban Form Scenarios

## Introduction

To understand the implications and intersections of land-use and transport planning, an approach was developed to test combinations of three land-use scenarios and three transport packages. The 3 x 3 approach is illustrated opposite.

The three land-use scenarios were developed through:

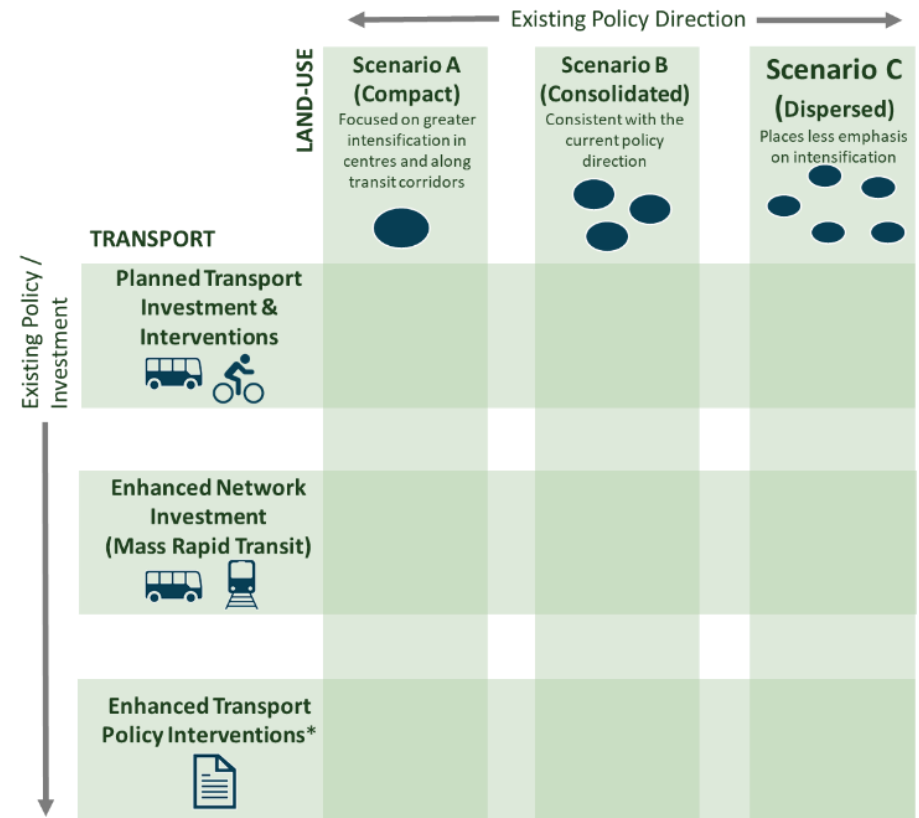
1. Identification and analysis of individual spatial elements, which created a 'long-list' of potential locations for growth and intensification.
2. Development and modelling of three land-use scenarios (household and employment), with associated assumptions about the distribution of growth, household typologies, intensification vs greenfield ratios, and the role of centres.

The three transport packages involved:

1. Incorporating information on planned interventions and investment, and a future Mass Rapid Transit (MRT) scenario.
2. Modelling of transport through the Christchurch Transport Model.
3. The development of a simplified transport model to assess a representative transport policy intervention package.

Details of land-use scenarios and transport packages is provided in the sections below.

## Urban Form Scenarios



## Land-use scenarios

The following section describes the land-use scenarios.

### Scenario A (Compact)

#### ***Focused on greater intensification in and around centres and along transit corridors***

Scenario A assumes more intensive growth with a higher proportion of household and employment growth concentrated in Christchurch City, and intensified around key centres and corridors, including within the townships.

Growth would also be focussed into the existing urban areas of townships, with limited greenfield and low density development.

Centres:

- Christchurch Central City is the primary centre
- Other significant centres – Riccarton, Hornby and Papanui
- Growing urban centres – Merivale, Upper Riccarton/Bush Inn, North Halswell
- Rolleston and Rangiora are major towns within the Districts

### Scenario B (Consolidated)

#### ***Consistent with the current policy direction***

Scenario B provides for intensification across existing urban areas, with apportionment of household and employment growth assumed to be as per the Housing & Business Capacity Assessments 2021/22 prepared under the National Policy Statement on Urban Development (NPS-UD).

Some greenfield development is assumed, but at a higher density than current, consistent with the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act.

Centres:

- Christchurch Central City is the primary centre
- Riccarton, Hornby, Papanui, Rolleston and Rangiora are significant sub-regional centres

### Scenario C (Dispersed)

#### ***Places less emphasis on intensification***

Scenario C assumes that a higher proportion of growth will be in the Districts, with that growth focused around existing townships at densities that align to market demand or higher. Within Christchurch City there would be an increased greenfield allocation and less intensification across the city

Centres:

- Christchurch Central City is the primary centre
- Riccarton, Hornby, Papanui, Rolleston and Rangiora are significant sub-regional centres



The following table provides further information on the differences in growth assumptions between the three land-use scenarios:

	Scenario A (Compact)			Scenario B (Consolidated)			Scenario C (Dispersed)		
	CCC	SDC	WDC	CCC	SDC	WDC	CCC	SDC	WDC
<b>Population growth allocation</b>	70%	20%	10%	52%	32%	16%	40%	35%	25%
<b>Employment growth allocation</b>	84.2%	8.1%	7.7%	83.2%	8.8%	7.9%	82.7%	9.0%	8.3%
<b>Central City / Sub-Regional Centres</b>	Central city remains as the primary centre and is developed near to full growth potential Significant Urban Centres - Riccarton, Hornby and Papanui Growing Urban Centres - Merivale, Upper Riccarton / Bush Inn, North Halswell Rolleston, Rangiora are major towns within Districts			Central city remains as the primary centre Sub-regional centres – Riccarton, Hornby, Papanui, Rolleston, Rangiora			Central city remains as the primary centre but growth is more evenly distributed to sub-regional centres – Riccarton, Hornby, Papanui, Rolleston, Rangiora		
<b>Other Important Centres</b>	Linwood, Shirley, Belfast Rolleston (focal point), Lincoln, Leeston, Darfield Rangiora (primary), Ravenswood, Kaiapoi (main), Oxford			Linwood, Shirley, Belfast Merivale, Upper Riccarton / Bush Inn, North Halswell Lincoln, Leeston, Darfield Ravenswood, Kaiapoi, Oxford			Linwood, Shirley, Belfast Merivale, Upper Riccarton / Bush Inn, North Halswell Lincoln, Leeston, Darfield Ravenswood, Kaiapoi, Oxford		





	Scenario A (Compact)	Scenario B (Consolidated)	Scenario C (Dispersed)
Rationale	<p>The role and function of the centres changes to be commensurate with the level of residential growth in the surrounding residential catchment and employment agglomeration.</p> <p>Central city: primary employment centre (focus for health, leisure, knowledge intensive services).</p> <p>Riccarton: retail hub and concentration of knowledge intensive services spilling over from central city and leveraging co-location with the University of Canterbury.</p> <p>Hornby: main western retail and logistics hub leveraging from close proximity to airport and freight corridors. High regeneration potential.</p> <p>Papanui: main northern service and retail hub with significant regeneration potential.</p> <p>Upper Riccarton: growth potential within transport corridor and close proximity to the University of Canterbury.</p> <p>Merivale: strong health cluster and high demand area within transport corridor.</p> <p>North Halswell: new emerging centre.</p>	<p>Christchurch - business growth in existing business locations proportionate to current and future potential enabled role.</p> <p>Rolleston growth is due to population growth and its continued emergence as a sub-regional economic hub</p> <p>Rangiora growth is population rather than economic led (noting Rangiora has good self-sufficiency which will grow with this scenario) – growing scale and intensification of employment alongside population. If MRT is feasible, it would connect direct into Rangiora and further justify this status.</p> <p>While Kaiapoi is second largest town in District, it has limited growth opportunities (due to constraints).</p>	<p>Christchurch centres are not developed to full potential providing longer term capacity.</p> <p>A greater proportion of growth to the Selwyn District will mean more demand in Rolleston.</p> <p>Greater proportion of growth to the Waimakariri District also means more demand in Rangiora as the main centre, with greenfield in this option located adjacent to grow the townships of Rangiora and Ravenswood especially. Rangiora already has good employment base / self-sufficiency. If MRT is feasible, it would connect direct into Rangiora.</p>



## Transport Packages

The three transport packages are assumed to be consistent across each of the three land-use packages. The impact of the transport packages is primarily assessed through Opportunity 2 – which considers accessibility, vehicle kilometres travelled (VKT) and other transport-related criteria.

The three transport packages are cumulative; i.e. Package 2 includes all of the elements of Package 1; and Package 3 also includes all of the elements of Packages 1 and 2.

### Transport Package 1: Baseline

The baseline transport package assumes the completion of currently planned transport projects, including Public Transport Futures Foundations and Rest of Network, cycle infrastructure, intersection and safety improvements etc. but without any major new policy or infrastructure initiatives.

It is assumed that all of the projects will be in place by 2051, the Spatial Plan modelling horizon.

### Transport Package 2: MRT

In addition to the network additions assumed for the baseline Package 1, Package 2 assumes the implementation of a mass rapid transit (MRT) system on the northern corridor from the central city to Belfast and the south-western corridor from the central city through Riccarton to Hornby. It is also assumed that the MRT investment will be supported by a high-frequency connection to the Airport and University of Canterbury.

The proposed route and mode for MRT in Greater Christchurch are the subject of a parallel investigation as part of the MRT business case. However, for this scenario evaluation, it is assumed that MRT will operate as light rail transit on the route illustrated below.



### Transport Package 3: Policy Interventions

Package 3 assumes that a range of policy interventions will be put in place in addition to the investments outlined in Packages 1 and 2. These interventions will be primarily aimed at managing transport demand to reduce vehicle kilometres travelled (VKT) and emissions.

The package includes a suite of measures that will result in changes to the following model inputs:

- Work-at-home: 50% increase (from 10% to 15%)
- Road network speeds: 20% general reduction
- Public Transport fares: 80% reduction
- Public Transport frequency: 50% increase
- Public Transport access time: 10% improvement
- Road pricing – distance-based charge of \$0.25 per km
- Cycle level of service: 20% improvement
- Walking level of service: 10% improvement
- Trip rate adjustment: 5% reduction in non-home-based trips





# Technical Evaluation

## Assessment of Urban Form Scenarios

The technical evaluation of the land-use scenarios and transport packages were undertaken through a workshop of over 40 partner agency and central government staff from a range of disciplines. The Community and Public Team of Canterbury District Health Board (now Te Whatu Ora) provided significant guidance on the methodology and approach to the evaluation, and designed and facilitated the workshop.

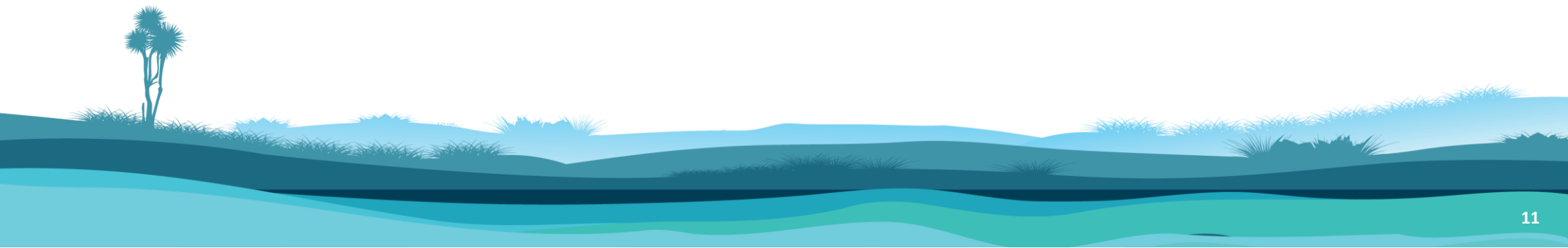
The scenarios were assessed against the evaluation criteria associated with Opportunity Statements 1, 2, 3, 5 and 6 by two different breakout groups, to allow for a range of perspectives to be incorporated into the evaluation. The assessment against Opportunity Statement 4 was excluded from the technical evaluation workshop, as Opportunity 4 is primarily focused on sites and areas of significance to Māori.

The technical evaluation was qualitative, leveraging the expertise of the people participating in the workshop, but drew on quantitative information where it was available:

- A quantitative evaluation undertaken by WSP – assessing the urban form scenarios against transport and economic criteria
- GIS mapping of constraints and areas to protect

The output of the technical evaluation for each of the criteria was summarised using a 5-point assessment score as follows:

	Significantly Better	Provides a considerable improvement so that over the 30-year period positive change is noticeable
	Better	Provides some improvement and will be noticeably different over the 30-year period
	Neutral	No discernible positive or negative difference
	Worse	Somewhat worse over the 30-year period
	Significantly Worse	Is considerably worse so that over the 30-year period negative change is noticeable



## Conclusions

The evaluation concluded that **Scenario A (Compact)** performs best across almost all of the assessment criteria. In particular, the **Scenario A (Compact)**:

- Provides the best opportunity to achieve higher density typologies consistent with household and demographic trends towards demand for smaller housing.
- Performs best for accessibility, and has lower VKT and greenhouse gas emissions than other urban form scenarios.
- Has the least impact on productive soils and is most likely to deliver positive outcomes for air quality and water use.
- Provides better opportunities to mitigate risk associated with hazards and provide economies of scale to fund delivery.
- Enables the best opportunities for economic agglomeration and redevelopment.

However, the **Scenario A (Compact)** land-use package on its own, is not sufficient to fully deliver the Spatial Plan opportunities. The evaluation found that additional transport packages (MRT, and additional transport policy interventions) improved the performance of all scenarios. However, VKT and greenhouse gas emissions failed to meet anticipated Emission Reduction Plan (ERP) targets under all scenarios.

The evaluation also concluded that avoiding natural hazards, particularly related to climate change, suggests that significant growth should be focused away from areas vulnerable to coastal inundation. This can be achieved in all the land-use scenarios evaluated.

Further work is required to determine how the Spatial Plan should address housing affordability and market dynamics.





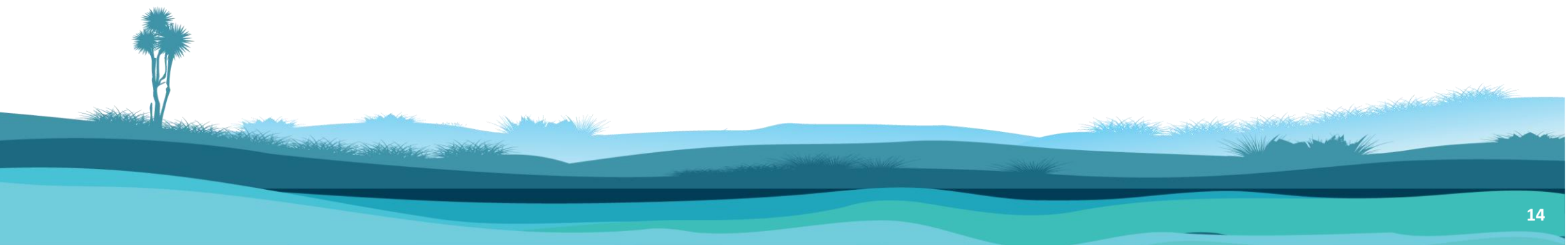
## Opportunity 1: Enable diverse and affordable housing in locations that support thriving neighbourhoods that provide for people’s day-to-day needs

Overall Assessment				
<p><b>Scenario A (Compact)</b>, as a concept, was assessed to have better overall outcomes for housing, including providing for greater range of dwellings to meet future household’s needs, especially as the population ages. The <b>Scenario A (Compact)</b> land-use scenario assumes higher densities which provides more opportunities for lower priced dwellings and better social connection. However, there will still be demand for standalone dwellings at lower densities.</p> <p>Each land-use scenario could perform well if the right ‘levers’ are pulled, and each land-use scenario would require ‘levers’ to be pulled to perform. Levers could include affordability interventions, investment in open space and infrastructure, tools to encourage higher densities (e.g. financial contributions incentivising or dis-incentivising) and investment into communities where increased density has wider benefits. These will come at a cost and must be developed in a unified way across Greater Christchurch, otherwise development will go where it’s ‘easier’.</p> <p>It was noted that growth allocation in <b>Scenario A (Compact)</b>, as assumed, would not meet the requirements of ‘expected demand’ outlined in the NPS-UD for each territorial authority as it reallocated growth within the Greater Christchurch area.</p>				
Criteria	Scenario A (Compact)	Scenario B (Consolidated)	Scenario C (Dispersed)	Explanation
Housing Development Capacity	<i>Can be achieved under all urban form scenarios</i>			<p>Each land-use scenario provides sufficient feasible development capacity to meet the total expected demand for housing across the three territorial authority districts. However, <b>Scenario A (Compact)</b> does not cater for the expected demand in the Selwyn and Waimakariri Districts. That is because the demand calculated as likely to occur in the Districts in the Housing Capacity Assessment is assumed to ‘shift’ in to the City and so that expected demand is not met in in the projected location.</p> <p>To be compliant with the NPS-UD, as a Future Development Strategy, the preferred urban form will need to allocate, at a minimum, capacity to meet expectant demand in the Districts.</p>
Diversity of Housing Types				Each land-use scenario can provide for the range of housing typologies to cater for future household composition, however <b>Scenario A (Compact)</b> will likely support higher densities and a greater range of typologies.





				<p>Household composition in 30 years will consist of more single and couple households largely driven from an ageing population. This will require a greater range of housing types, especially more 1 and 2 bedroom homes. These homes will vary in typology depending of their location with typologies ranging from apartments and terraces to duplexes and standalone.</p> <p>Increases in density can create and provide for change in this range of typology and <b>Scenario A (Compact)</b> is likely to generate this greater density and therefore a greater range in housing typologies.</p> <p>However, to get shifts in development types, in the right location, and done well, will require central and local government interventions, policy changes, and investment. Conversations with the development sector on how and when this could happen are also important.</p>
<b>Housing Affordability</b>				<p>As with housing typologies, higher densities can support lower priced dwellings. It is difficult to divorce affordability from typology, hence <b>Scenario A (Compact)</b> performs slightly better.</p> <p>This only considers the price element of housing as it relates to the influence of a spatial plan but affordability is a comparison of income and price points. More work is required in this space to create a measure and define affordability in a Greater Christchurch context.</p> <p>Although <b>Scenario C (Dispersed)</b> may provide cheaper land there are other cost consideration, such as travel costs, and <b>Scenario A (Compact)</b> may also reduce the overall ‘true’ cost of housing by reducing emissions etc. Note that this criteria is about housing affordability – access and transport considerations are covered under Opportunity 2.</p> <p>One key way that affordability can be delivered more immediately and on large scale is through private and public partnerships. This is a further area to consider in the Spatial Plan. Another area is coordinated policy to comprehensive developments.</p>
<b>Water Infrastructure</b>	<i>Different considerations and requirements under each scenario</i>			<p>Whether or not any given land-use scenario has efficiencies in infrastructure depends on the investment required for the number of people in any given catchment.</p> <p>The cost of investment would likely be higher in <b>Scenario A (Compact)</b> but the cost per person is lower because a higher number of people in each catchment (more rates, more cost effective). <b>Scenario C (Dispersed)</b> would be the opposite in that the cost is higher per person, as there are less people. However, retro-fitting an already developed area can be expensive compared to starting with new infrastructure, which can be easier and cheaper to put in (e.g. ‘Greenfield’). This is often paid for by developer, although there are on-going maintenance costs that are not captured.</p>



<p><b>Meets diverse needs of the community and is equitable</b></p>	<p><i>Can be achieved under all scenarios, but considerations and requirements differ</i></p>	<p>Each land-use scenario can enable thriving, liveable communities that meet the needs of all people throughout their life. Particular focus is needed for an ageing population and this is discussed in the typology and affordability criteria.</p> <p>Further discussion around access to public space and connection is discussed in the following criteria and will also help meet the needs of the community.</p>
<p><b>Access to green space</b></p>	<p><i>Can be achieved under all scenarios, but considerations and requirements differ</i></p>	<p>Each land-use scenario has the potential to encourage access to high quality open (green/blue) spaces for play, recreation, community interaction and enjoyment.</p> <p>The definition of ‘green space’ is important in assessing the land-use scenario. Green space could be active/sports areas, passive walking areas, local gardens or plazas with planting. What is important to access for one person and demographic may be different for another, which is particularly important in an ageing population.</p> <p>Each land-use scenario could achieve this but <b>Scenario A (Compact)</b> and <b>Scenario B (Consolidated)</b> may require greater investment by requiring more space within existing neighbourhoods. However, these land-use scenario could also provide greater potential access, with larger populations around able to access these spaces. Conversely, <b>Scenario C (Dispersed)</b> could be seen as providing easier access to green spaces through larger yard / garden space. Further, larger green space / regional parks can be integrated in and planned around in <b>Scenario C (Dispersed)</b>, although there may be more of need to use motor vehicles to access this space.</p>
<p><b>Sense of place, connection and safety</b></p>	<p><i>Can be achieved under all scenarios, but considerations and requirements differ</i></p>	<p>Each land-use scenario can encourage gathering and connectedness, which builds a greater sense of community and helps improve safety. However, it is very difficult to compare land-use scenario as it depends on the level of investment and on design.</p> <p>Safety is very subjective and changes with the age of population. Children (Parents) feel safer on quieter streets whereas busier streets are better for crime prevention. Different land-use scenario are better suited to support different stages of life.</p> <p>It is difficult to separate sense of place from other criteria with access to public space and services also encouraging safety and connection.</p>



## Opportunity 2: Prioritise sustainable transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities

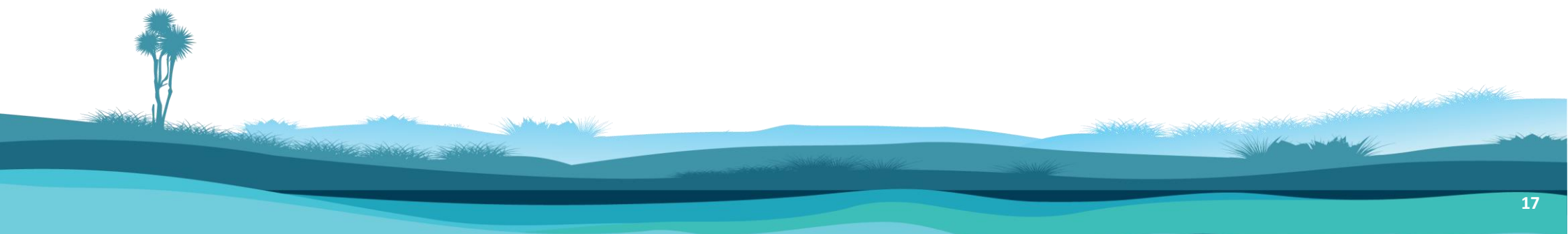


Overall Assessment				
<p>For each of the criteria under this Opportunity, the ranking of the 3 land-use scenarios was the same: <b>Scenario A (Compact)</b> performed best, then <b>Scenario B (Consolidated)</b>, then <b>Scenario C (Dispersed)</b>. For several of the criteria, however, the degree of difference between the 3 land-use scenarios is not as great as may have been expected. In part, this reflects the fact that much of the current urban form is already in place, and a degree of commonality between the 3 land-use scenarios relating to the location of household and (especially) employment growth, so differences are often at the margin.</p> <p>While several criteria showed improvement over 2021 (accessibility, mode share, support for Public Transport, and equitable access), VKT increased under all scenarios. This is contrary to the need for a VKT reduction under the Emissions Reduction Plan (ERP). Similarly, while greenhouse gas emissions are lower than the 2021 base for all scenarios, this is mainly driven from model assumptions on vehicle fleet profile, not from reduced travel (as above, VKT is increasing). The resulting emission reductions are still well short of ERP targets.</p> <p>The assessment also tested the impact of additional transport interventions over and above the base (MRT, and a package of additional transport policy interventions). These interventions generally improved the performance of all land-use scenarios against each of the criteria. This improvement was generally additive: Transport package 2 (MRT) performed better against all criteria than Transport package 1 (currently planned initiatives); and Transport package 3 generally performed better again. There were two exceptions to this: for access to jobs by car and freight travel times, package 3 performed worse than package 2, mainly due to slower travel speeds assumed in the policy package.</p> <p>Generally, the best performing combination is <b>Scenario A (Compact)</b> land-use scenario with Transport package 3 (MRT and additional policy interventions). However, this combination still falls short of what is needed for some key criteria, notably VKT and emissions.</p> <p>This implies that achieving targets for VKT and emissions will require a more radical approach to the policy interventions, and/or a stronger emphasis on behavioural change.</p> <p>The assessment has also shown that changes to urban form, in isolation, will only get us part way along the path to our targets.</p>				
Criteria	Scenario A (Compact)	Scenario B (Consolidated)	Scenario C (Dispersed)	Explanation
Access to social and economic				Under a <b>Scenario A (Compact)</b> more jobs are accessible to households, both by car, and especially by public transport.

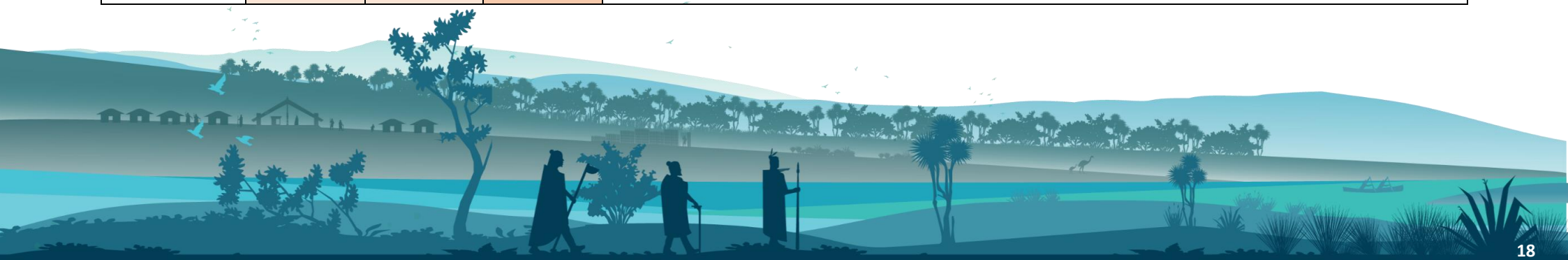




opportunities – jobs				<p>For access to jobs by private vehicle, <b>Scenario B (Consolidated)</b> performs best, regardless of the transport interventions. <b>Scenario C (Dispersed)</b> performs the worst. For access by Public Transport, <b>Scenario A (Compact)</b> performs best.</p> <p>The transport policy interventions reduce access by car, due to slower speeds and allocation of road space to MRT. However, Public Transport access is significantly improved as the interventions under Transport Packages 2 and 3 are added.</p>
Access to social and economic opportunities - local activities				<p>This criterion assesses how well the land-use scenarios support household access to local opportunities, by measuring access to the nearest schools, KACs, medical centres and supermarkets.</p> <p>Access to these activities improves with the increased density of <b>Scenario A (Compact)</b>. <b>Scenario C (Dispersed)</b> performs worst.</p>
Travel mode share				<p>Public Transport, cycle and walking mode shares increase under all land-use scenarios, but more strongly under <b>Scenario A (Compact)</b>. The addition of transport interventions, especially the policy interventions, has a significant positive impact on Public Transport mode share.</p> <p>Note, however, that this improvement is off a small base, and the share of trips by private car is still dominant. The combination of urban form and transport interventions reduces the number of transport trips by private vehicle by a maximum of 1%.</p>
Vehicle kilometres travelled				<p>Compared to the 2021 base, VKT increases under all land-use scenarios and transport intervention combinations. The <b>Scenario A (Compact)</b> has the lowest increase, but it is still 31% more than 2021 under the base transport layer. The MRT and transport policy interventions can improve this picture, but the combination of these interventions with <b>Scenario A (Compact)</b> still sees a VKT increase of 24%.</p> <p><b>Scenario A (Compact)</b>, with only baseline transport improvements has the same level of VKT increase as <b>Scenario C (Dispersed)</b> with both MRT and transport policy interventions (31%).</p>
Transport emissions				<p>The relative performance of the land-use scenarios in relation to greenhouse gas emissions follows a similar pattern to VKT.</p> <p>The vehicle emissions prediction model (VEPM) calculates greenhouse gas emissions using transport model outputs for vehicle trips and VKT for light vehicles and heavy vehicles, and assumptions of light and heavy vehicle fleet profiles (which are common across each land-use scenario).</p>



				<p>The model forecasts a reduction in greenhouse gas emissions from the 2021 base for all the land-use scenarios, ranging from 40-45%, but this is mainly driven from assumptions on changes to the vehicle fleet profile (i.e. conversion to zero / low emission vehicles), not from reduced travel (as above, VKT is increasing).</p> <p>The difference in emissions for each of the land-use scenarios is more pronounced for light vehicles than heavy vehicles.</p> <p>Despite the improvement from 2021, emission reductions are still well short of ERP targets (hence the neutral rating)</p>
<b>Public transport</b>				<p>This criterion considers how well each land-use scenario will support an efficient Public Transport system, measured by the proportion of households within walking access to a high frequency Public Transport route. This measure will increase under all land-use scenario, due to the combination of increased density and service level improvements from Public Transport Futures.</p> <p>The improvement is most pronounced under <b>Scenario A (Compact)</b>, where 59% of households will be within 400m of a frequent route (<b>Scenario B (Consolidated)</b> 55%, <b>Scenario C (Dispersed)</b> 52%. The <b>Scenario A (Compact)</b> also has a much higher proportion of new households located close to Public Transport.</p>
<b>Equitable access</b>				<p>This criterion considers how well the land-use scenarios contribute to improved access to opportunities for deprived communities. This was assessed by comparing access to local facilities (schools, key activity centres, medical, supermarkets) and high frequency Public Transport for households in areas with current NZ Deprivation scores 8-10.</p> <p><b>Scenario A (Compact)</b> would locate a significant amount of its growth within areas which currently have high deprivation. In contrast, <b>Scenario C (Dispersed)</b> would locate less of its growth in these areas.</p> <p>As a result, <b>Scenario A (Compact)</b> has a significantly higher number of households that have good access to public transport, schools, key activity centres, medical centres and supermarkets, and most of these households are located in areas of currently high deprivation.</p> <p>In contrast, <b>Scenario C (Dispersed)</b> results in only a small increase in the number of households with good access to these services, and those tend to be located in areas of currently low deprivation.</p>
<b>Freight efficiency</b>				<p>This criterion considered freight travel times on 3 strategic freight routes as an indicator of freight efficiency under each land-use scenario.</p> <p>Travel times in 2051 increase relative to the 2021 base under all land-use scenarios.</p>



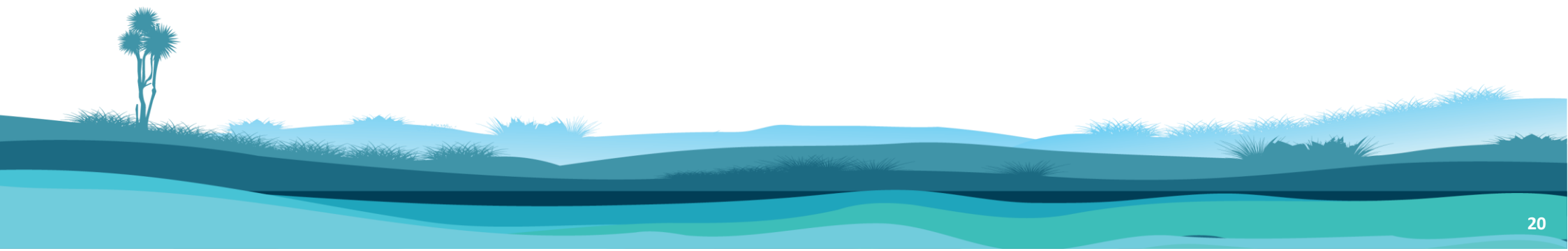
				<p>Freight travel times on the selected routes are generally faster under <b>Scenario A (Compact)</b> and slowest under <b>Scenario C (Dispersed)</b>.</p> <p>The impact of the transport interventions on freight travel times was mixed. The MRT intervention improves freight travel times slightly, but the policy interventions result in a slower travel time for freight, especially during inter-peak periods. This is in part due to the interventions included within the model that assumes lower speed limits along parts of the each route.</p>
<p><b>Transport infrastructure</b></p>				<p>This criterion involved a qualitative assessment of how well each land-use scenario minimises the need for additional transport investment.</p> <p><b>Scenario A (Compact)</b> is considered to perform best on this criteria, as it will generally make better use of existing infrastructure, and the mode share changes will help to reduce demands for additional road capacity.</p> <p>The quantitative assessment for other transport criteria suggests that <b>Scenario C (Dispersed)</b> would require a larger investment in infrastructure and policy interventions to achieve the same outcomes as <b>Scenario A (Compact)</b> without those investments and interventions: hence, <b>Scenario C (Dispersed)</b> is likely to be more expensive.</p>



### Opportunity 3: Protect, restore and enhance the natural environment, with particular focus on te ao Māori, the enhancement of biodiversity, the connectivity between natural areas and accessibility for people



Overall Assessment				
<p>Overall, Scenario A (<b>Compact</b>) performed the best of the land-use scenario, having the least impact on productive land and being most likely to deliver positive outcomes for air quality and water use. Scenario C (<b>Dispersed</b>) generally performed the worst, particularly in relation to likely impacts on land with high productive potential, with more rural / greenfield land required to support future development. It also performed poorly, when compared with the other land-use scenarios, in relation to water use and air quality.</p> <p>Across many of the criteria, but particularly those related to water quality and biodiversity, the performance of all land-use scenarios was highly dependent on the planning and design of developments, associated infrastructure, and the mitigation and/or enhancement measures in place to support environmental outcomes.</p>				
Criteria	Scenario A (Compact)	Scenario B (Consolidated)	Scenario C (Dispersed)	Explanation
Significant landscapes	<i>Significant landscapes are protected under all urban form scenarios</i>			Across all land-use scenarios, urban development is assumed to be located outside of any identified significant natural landscapes. With a smaller urban footprint, <b>Scenario A (Compact)</b> is likely to result in the least encroachment into greenfield areas and have the least impact on other landscape values, for example rural landscapes.
Productive land				<b>Scenario A (Compact)</b> has the least impact on land with high rural productive potential and locates more development further away from rural activities, reducing the likelihood of reverse sensitivity issues. However, so productive land is still lost. <b>Scenario C (Dispersed)</b> has the greatest potential impact and increased risk of reverse sensitivity impacts, with more rural / greenfield land required to support future development.
Water quality	<i>Can be achieved under all scenarios, but considerations and requirements differ</i>			Water treatment infrastructure could potentially be integrated more easily into greenfield developments when compared to the challenges of retrofitting infrastructure in more intensively developed areas. However, the extent of impervious surfaces is likely to be greatest under <b>Scenario C (Dispersed)</b> due to the urban area taking up more land, and <b>Scenario A (Compact)</b> and <b>Scenario B (Consolidated)</b> may provide efficiencies in terms of servicing smaller catchment areas. Increased mode shift towards active and public transport has the potential to reduce heavy metal contaminants. The performance of





			all land-use scenarios is highly dependent on the design of developments, associated infrastructure, and mitigation and/or enhancement measures in place to support water quality outcomes.
<b>Water use</b>			<b>Scenario A (Compact)</b> has the potential to result in the lowest water use, given the smaller section sizes and greater opportunities to promote water re-use.
<b>Biodiversity</b>	<i>Can be achieved under all scenarios, but considerations and requirements differ</i>		<b>Scenario A (Compact)</b> has the smallest urban footprint and consumes the least amount of greenfield land and may therefore provide the greatest protection to biodiversity and ecosystems. However, intensification has the potential to reduce tree canopy cover. The performance of all land-use scenarios is highly dependent on the design of developments, associated infrastructure, and mitigation and/or enhancement measures in place to support biodiversity outcomes.
<b>Air quality</b>			<b>Scenario A (Compact)</b> is considered likely to have the least negative impact on air quality, due to the potential for higher density developments resulting in reduced home heating and transport emissions when compared to a lower density, <b>Scenario C (Dispersed)</b> . However, more intensive housing could lead to more concentrated pollutants in specific areas.



## Opportunity 4: Protect historic heritage and sites and areas of significance to Māori



The assessment against Opportunity Statement 4 was excluded from the technical evaluation workshop, as Opportunity 4 is primarily focused on sites and areas of significance to Māori.

The evaluation of the urban form scenarios undertaken by mana whenua concluded that the **Scenario A (Compact)** was preferred as:

- It reduces expansion of urban areas over wāhi tapu and wāhi taonga; and
- Reduces the irreversible loss of productive soils and provides opportunity to restore and enhance the natural environment, including waterways between urban areas; and
- Is more likely to better achieve the policy directives for integrated planning of the use of land and water.





## Opportunity 5: Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change

Overall Assessment				
<p>The land-use scenarios perform differently, but all can achieve the objective of avoiding, or reducing, placing people and property in areas affected by natural hazards. Strategies to avoid, mitigate, or remediate will be required for each land-use scenario, but will have different cost implications. Growth in western areas of Greater Christchurch is generally best, and can be achieved in all land-use scenarios.</p> <p>A key consideration is the implications for infrastructure, with <b>Scenario A (Compact)</b> considered better able to mitigate risk and provide economies of scale to fund delivery. However, <b>Scenario B (Consolidated)</b> and <b>Scenario C (Dispersed)</b> could provide more flexibility for managed retreat, including lifestyle choice and ability to retain community coherence.</p>				
Criteria	Scenario A (Compact)	Scenario B (Consolidated)	Scenario C (Dispersed)	Explanation
Natural hazards – Climate related				<p>Growth towards the west is preferred, but climate related risks are accelerating e.g. a 1:200 year event may happen sooner/more frequently.</p> <p><b>Scenario A (Compact)</b> provides better economies of scale (including rates revenue) to address hazards and provide resilient infrastructure. Investments can improve existing mitigation measures and benefit existing communities, not just new growth areas. Land acquisition may be more complex and costly, and could impact on house prices as well as infrastructure.</p> <p><b>Scenario C (Dispersed)</b> may help to dilute exposure to hazards. Greenfield sites could be cheaper and more readily able to integrate infrastructure e.g. stormwater detention, but benefits would be limited to new sites rather than the wider community. Extended infrastructure (and utility) networks potentially increase vulnerability from major events and could contribute to greater risk of socio-economic disruption.</p>
Natural hazards – Geotechnical				<p>Growth towards the west with the flat lands generally performing better.</p> <p><b>Scenario A (Compact)</b> at the right location is an important consideration. Intensification offers the opportunity to replace old building stock with new buildings that are up to code. Building design may address risk, but there is potential for increased construction costs – however, <b>Scenario A (Compact)</b> will allow more focused/targeted infrastructure investment.</p>



				<p><b>Scenario C (Dispersed)</b> is better able to spread risk, but more extended infrastructure and utility networks increase the risk of disruption and cost (both capital and operating expenditure) especially from a major event such as the Alpine fault. Greenfield sites are more likely to be able to provide a rapid response following a major event, as happened following the earthquakes.</p>
<p><b>Climate Change – adaptation</b></p>	<p><i>Can be achieved under all scenarios, but considerations and requirements differ</i></p>			<p><b>Scenario A (Compact)</b> provides better economies of scale (including rates revenue) to address hazards and provide resilient infrastructure, and can contribute to greening the city, depending on design, to address heat related issues from global warming. Investments can improve existing mitigation measures and benefit existing communities, not just new growth areas. Land acquisition may be more complex and costly.</p> <p><b>Scenario C (Dispersed)</b> with more greenfield sites could be cheaper (land value) and more readily able to integrate infrastructure e.g. stormwater detention.</p>
<p><b>Climate Change – managed retreat</b></p>				<p>The quantity of any managed retreat is yet to be determined, but it is considered that all land-use scenarios could provide for the required capacity to accommodate population retreating from hazard. <b>Scenario C (Dispersed)</b> could be quicker to establish and provides more lifestyle choice and ability to retain community coherence.</p>



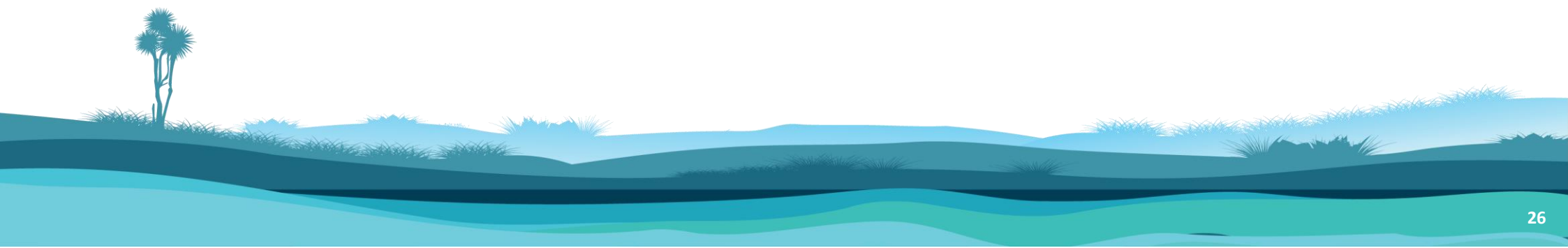


## Opportunity 6: Provide space for business and the economy to prosper in a low carbon future



Overall Assessment				
<p><b>Scenario A (Compact)</b> provides the best economic performance relative to the other land-use scenarios, with <b>Scenario C (Dispersed)</b> performing the worst overall. This is because <b>Scenario A (Compact)</b> provides better access to employment, agglomeration benefits (economic and consumption), better supports redevelopment opportunities and best supports a low carbon future. More dispersed employment provides slightly more equitable access to employment for people in deprived areas, and supports the self-sufficiency of townships.</p> <p>The provision of public transport, in the form of MRT in the western and northern corridors has a more significant impact on access to employment - including equitable access, economic agglomeration and consumption density - than the land use scenario.</p>				
Criteria	Scenario A (Compact)	Scenario B (Consolidated)	Scenario C (Dispersed)	Explanation
Business Development Capacity	<i>Can be achieved under all urban form scenarios</i>			<p>All land-use scenarios would provide for projected business demand.</p> <p>Further work is required to consider the growth, requirements and suitable locations for employment at an industry level, in the context of future trends.</p> <p>How current business demand projections are met will impact on economic outcomes overall.</p>
Effective Job Density	<i>Slightly better</i>			<p>All land-use scenarios provide better access to the employment opportunities compared to now with <b>Scenario A (Compact)</b> performing 5.4% better than <b>Scenario B (Consolidated)</b>, and <b>Scenario C (Dispersed)</b> performing 5% worse than <b>Scenario B (Consolidated)</b>. The provision of improved public transport through MRT along the western and northern corridors has a more significant positive impact (around 11% points) on access to employment than the land use scenario.</p>
Effective Agglomeration-Adjusted Job Density				<p><b>Scenario A (Compact)</b> provides more opportunity for economic agglomeration for relevant industries than <b>Scenario B (Consolidated)</b> and <b>Scenario C (Dispersed)</b>. <b>Scenario A (Compact)</b> performs 14.2% better than <b>Scenario B (Consolidated)</b> and <b>Scenario C (Dispersed)</b> performs 12.2% worse than <b>Scenario B (Consolidated)</b>. The provision of MRT has a more significant positive impact (around 22% points) on economic agglomeration than the land use scenario.</p>

<b>Effective Consumption Density</b>				<b>Scenario A (Compact)</b> provides more opportunity for density of consumption offering than <b>Scenario B (Consolidated)</b> and <b>Scenario C (Dispersed)</b> . <b>Scenario A (Compact)</b> performs 9.1% better than <b>Scenario B (Consolidated)</b> and <b>Scenario C (Dispersed)</b> performs 7.7% worse than <b>Scenario B (Consolidated)</b> . The provision of MRT has a more significant positive impact (16% points) on economic agglomeration than settlement patterns.
<b>Equitable Access to Employment</b>			<i>Slightly better</i>	All land-use scenarios provide better access to employment for people in the most deprived areas (in the order of 61,500 – 67,500 having improved access to employment by private car and 30,750 – 40,800 by public transport).  <b>Scenario C (Dispersed)</b> provides slightly better performance compared with <b>Scenario B (Consolidated)</b> (4.5% and 0.2% better for access by private car and public transport respectively, while <b>Scenario A (Compact)</b> performs slightly worse compared to <b>Scenario B (Consolidated)</b> (-1.7% and -3.3.% worse for access by private car and public transport respectively).  MRT improves access to employment by people in high deprivation areas by between 22.5% – 25.7% points across all settlement patterns. The transport policy intervention packages improves access by an additional 5% points.
<b>Central City Vibrancy</b>	<i>Slightly better</i>			The central city is important both as an employment centre and as leisure destination for both residents and visitors.  All land-use scenarios confirm the primacy of the central city as an employment centre. However, growth in central city employment under <b>Scenario C (Dispersed)</b> does not achieve the Christchurch City Council 2028 employment growth target.
<b>Redevelopment opportunities</b>				There is significant opportunity in and around the inner city and key activity centres for redevelopment of industrial land towards residential and commercial uses. <b>Scenario A (Compact)</b> best supports these opportunities. There is potential and capacity for industrial activities to move west to accommodate this redevelopment.
<b>Low carbon future</b>				<b>Scenario A (Compact)</b> best provided for a low carbon future by both reducing travel by workers, and providing better freight efficiency. There is also the potential for more effective use of infrastructure and economies of scale to provide energy efficient buildings and business premises.
<b>Self-sufficiency</b>				The self-sufficiency of townships and neighbourhood centres provides local access to services and employment – this is best provided for under <b>Scenario C (Dispersed)</b> . However this needs to be balanced with the benefits of access to a wider range of employment opportunities in the city.



Activity List

City Centre Zone (incorporating s.42A recommendations)		Activity Specific Standards	Metropolitan Centre Zone (proposed by Lendlease)		Activity Specific Standards	Town Centre Zone (incorporating s.42A recommendations)		Activity Specific Standards
			P1	Any new building or addition to a building, for any permitted activity listed in Rule 15.4A.1.1 P2 to P17.	Nil	P1	Any new building or addition to a building, for any permitted activity listed in Rule 15.4A.1.1 P2 to P24.	Nil
P1	Retail activity	Nil	P2	Retail activity	Nil	P2	Department store, supermarket, unless specified below.	Nil
						P3	Retail activity excluding supermarket and department store	
						P4	Trade Supplier	
						P5	Second-hand goods outlet	
						P9	Food and beverage outlet	
P2	Commercial services	Nil	P3	Commercial services	Nil	P6	Commercial services	Nil
P3	Entertainment activity	Nil	P4	Entertainment activity	Nil	P7	Entertainment Activity located in a Key Activity Centre	Nil
P4	Recreation activity	a. For sites shown on the planning maps as being within active frontage areas, these activities shall not be located at ground level within 10 metres of the boundary of a road (excluding access ways and service lanes), except for pedestrian entranceways, which may be located at ground floor level.	P5	Recreation activity	a. For sites shown on the planning maps as being within active frontage areas, these activities shall not be located at ground level within 10 metres of the boundary of a road (excluding access ways and service lanes), except for pedestrian entranceways, which may be located at ground floor level.	P8	Recreation activity located in a Key Activity Centre, unless otherwise specified	Nil
P5	Gymnasium		P6	Gymnasium		P10	Gymnasium	Nil
P6	Community facility		P7	Community facility		P13	Community facility (unless otherwise specified in P14-P17)	Nil
P7	Education activity		P8	Education activity		P15	Education activity a. outside the 50 dB Ldn Air Noise Contour as defined on the planning maps; and b. inside the 50 dB Ldn Air Noise Contour as defined on the planning maps, limited to trade and industry training activities.	Nil
P8	Day care facility		P9	Day care facility				
P9	Preschool		P10	Preschool		P16	Preschool a. outside the 50 dB Ldn Air Noise Contour.	Nil
P10	Health care facility		P11	Health care facility		P14	Healthcare Facility a. outside the 50 dB Ldn Air Noise Contour as defined on the planning maps; and b. inside the 50 dB Ldn Air Noise Contour as defined on the planning maps, with no accommodation for overnight care.	Nil
P11	Spiritual activity		P12	Spiritual activity		P17	Care facility a. outside the 50 dB Ldn Air Noise Contour.	Nil
P12	Office		P13	Office		P18	Spiritual activity	Nil
							P11	Office
P13	Residential Activity	a. For sites shown on the planning maps as being within active frontage areas, the activity shall not be located at ground floor level within 10 metres of the boundary of a road (excluding access ways and service lanes), except for pedestrian entranceways or reception areas, which may be located at ground floor level. b. Activity specific standard a. shall not apply to the former Christchurch Teachers College building at 25 Peterborough Street. c. Each residential unit shall be provided with an outdoor service space contained within the net site area with a minimum area of 5m <sup>2</sup> and each dimension being a minimum of 1.5 metres, except that: i. an indoor area or areas with a minimum volume of 3m <sup>3</sup> may be provided in lieu of any outdoor service space; or ii. if a communal outdoor service space with a minimum area of 10m <sup>2</sup> is provided within the site, the outdoor service space may reduce to 3m <sup>2</sup> for each residential unit. d. The minimum net floor area for any residential unit (including toilets and bathrooms but excluding car parking area, garages, or balconies allocated to each unit) shall be: i. studio 35m <sup>2</sup> ; ii. 1 bedroom 45m <sup>2</sup> ; iii. 2 bedrooms 60m <sup>2</sup> ; and iv. 3 or more bedrooms 90m <sup>2</sup> . e. Each residential unit without a habitable space on the ground floor shall have 10m <sup>2</sup> of outdoor living space provided that: i. a minimum of <del>5</del> 8m <sup>2</sup> of the area, with each dimension being a	P14	Residential activity	a. For sites shown on the planning maps as being within active frontage areas, the activity shall not be located at ground floor level within 10 metres of the boundary of a road (excluding access ways and service lanes), except for pedestrian entranceways or reception areas, which may be located at ground floor level. b. Each residential unit shall be provided with an outdoor service space contained within the net site area with a minimum area of 5m <sup>2</sup> and each dimension being a minimum of 1.5 metres, except that: i. an indoor area or areas with a minimum volume of 3m <sup>3</sup> may be provided in lieu of any outdoor service space; or ii. if a communal outdoor service space with a minimum area of 10m <sup>2</sup> is provided within the site, the outdoor service space may reduce to 3m <sup>2</sup> for each residential unit. c. The minimum net floor area for any residential unit (including toilets and bathrooms but excluding car parking area, garages, or balconies allocated to each unit) shall be: i. studio 35m <sup>2</sup> ; ii. 1 bedroom 45m <sup>2</sup> ; iii. 2 bedrooms 60m <sup>2</sup> ; and iv. 3 or more bedrooms 90m <sup>2</sup> . d. Each residential unit without a habitable space on the ground floor shall have 10m <sup>2</sup> of outdoor living space provided that: i. a minimum of 8m <sup>2</sup> of the area, with each dimension being a	P21	Residential activity	a. The activity shall be located at ground level. b. This clause has been deleted. c. The activity shall have a minimum net floor area (excluding lobby and/or reception area) per unit of: i. studio 35m <sup>2</sup> ; ii. 1 bedroom 45m <sup>2</sup> ; iii. 2 bedrooms 60m <sup>2</sup> ; and iv. 3 or more bedrooms 90m <sup>2</sup> . d. Each residential unit shall be provided with: i. an outdoor service space of 3m <sup>2</sup> and a waste management area of 2m <sup>2</sup> per unit, each with a minimum dimension of 1.5 metres in either a private or communal area; ii. a single, indoor storage space of 4m <sup>3</sup> with a minimum dimension of 1 metre; <b>and</b> iii. any space designated for waste management, whether private or communal, shall not be located between the road boundary and any building and shall be screened from adjoining sites, roads, and adjoining outdoor living spaces by screening from the floor level of the waste management area to a height of 1.5 metres; <b>and</b> <b>iv. Any outdoor service space shall not be used for car parking or access.</b> e. Each residential unit shall be provided with an outdoor living space with a minimum area and dimension as set out in

City Centre Zone (incorporating s.42A recommendations)		Activity Specific Standards	Metropolitan Centre Zone (proposed by Lendlease)	Activity Specific Standards	Town Centre Zone (incorporating s.42A recommendations)	Activity Specific Standards												
		<p>minimum of <del>1.58</del> metres, shall be provided as a private balcony located immediately outside, and accessible from an internal living area of the residential unit; and</p> <p>ii. the balance of the required 10m<sup>2</sup> not provided by private balconies can be provided in a communal area, with each dimension being a minimum of 4 metres, that is available for the use of all site residents.</p> <p>Advice note:                      1. Balconies can be recessed, cantilevered or semi-recessed.                      f. Each residential unit with a habitable space on the ground floor shall have 10m<sup>2</sup> of outdoor living space immediately outside and accessible from an internal living area of the residential unit, <u>with a minimum dimension of 4m.</u>                      g. Any outdoor service space or outdoor living space shall not be used as a car parking area or access.                      h. <u>Each residential unit shall have an outlook space from habitable room windows, oriented over land within the development site or a street or public space, with:</u>                      i. <u>a minimum dimension 4m in depth and 4m in width for a living room</u>                      ii. <u>a minimum dimension 3m in depth and 3m in width for a bedroom.</u>                      i. <u>The outlook space shall not extend over an outlook space or outdoor living space required by another residential unit.</u></p>		<p>private balcony located immediately outside, and accessible from an internal living area of the residential unit; and</p> <p>ii. the balance of the required 10m<sup>2</sup> not provided by private balconies can be provided in a communal area, with each dimension being a minimum of 4 metres, that is available for the use of all site residents.</p> <p>Advice note:                      1. Balconies can be recessed, cantilevered or semi-recessed.                      f. Each residential unit with a habitable space on the ground floor shall have 10m<sup>2</sup> of outdoor living space immediately outside and accessible from an internal living area of the residential unit, with a minimum dimension of 4m.                      g. Any outdoor service space or outdoor living space shall not be used as a car parking area or access.                      h. Each residential unit shall have an outlook space from habitable room windows, oriented over land within the development site or a street or public space, with:                      i. a minimum dimension 4m in depth and 4m in width for a living room                      ii. a minimum dimension 3m in depth and 3m in width for a bedroom.                      i. The outlook space shall not extend over an outlook space or outdoor living space required by another residential unit.</p>		<p>the following table, located immediately outside and directly accessible from an internal living area of the residential unit.</p> <table border="1"> <thead> <tr> <th>Type</th> <th>Area</th> <th>Dimension</th> </tr> </thead> <tbody> <tr> <td>i. Studio, 1 bedroom</td> <td><del>6</del>m<sup>2</sup></td> <td><del>1.58</del> metres</td> </tr> <tr> <td>ii. 2 or 3 bedroom</td> <td>10m<sup>2</sup></td> <td><del>1.58</del> metres</td> </tr> <tr> <td>iii. More than 3 bedrooms</td> <td>15m<sup>2</sup></td> <td><del>1.58</del> metres</td> </tr> </tbody> </table> <p>f. <u>Any outdoor living space shall not be used for car parking or access.</u>                      g. Any bedroom must be designed and constructed to achieve an external to internal noise reduction of not less than 35 dB Dtr,2m,nTw+Ctr.                      h. The activity shall not be located within the 50 dB Ldn Air Noise Contour as shown on the planning maps.                      i. <u>Any residential unit facing the street or other public space must have a minimum of 20% of the street-facing façade in glazing.</u>                      j. <u>Each residential unit shall have an outlook space from habitable room windows, oriented over land within the development site or a street or public space, with:</u>                      i. <u>a minimum dimension 4 metres in depth and 4 metres in width, for the principal living area, measured from the centre point of the largest window; and</u>                      ii. <u>a minimum dimension of 3 metre in depth and 3 metres in width, for a bedroom, measured from the centre point of the largest window.</u>                      k. <u>The outlook space shall not overlap or extend over any other outlook space or outdoor living space required by another residential unit.</u></p>	Type	Area	Dimension	i. Studio, 1 bedroom	<del>6</del> m <sup>2</sup>	<del>1.58</del> metres	ii. 2 or 3 bedroom	10m <sup>2</sup>	<del>1.58</del> metres	iii. More than 3 bedrooms	15m <sup>2</sup>	<del>1.58</del> metres
Type	Area	Dimension																
i. Studio, 1 bedroom	<del>6</del> m <sup>2</sup>	<del>1.58</del> metres																
ii. 2 or 3 bedroom	10m <sup>2</sup>	<del>1.58</del> metres																
iii. More than 3 bedrooms	15m <sup>2</sup>	<del>1.58</del> metres																
P14	Visitor accommodation	<p>a. The activity shall not be located at ground floor level within 10 metres of the boundary of a road (excluding access ways and service lanes), except for pedestrian entranceways or reception areas, which may be located at ground floor level.</p> <p>b. Activity specific standard a. shall not apply to the Former Christchurch Teachers College building at 25 Peterborough Street.</p>	P15	Visitor accommodation	<p>a. The activity shall not be located at ground floor level within 10 metres of the boundary of a road (excluding access ways and service lanes), except for pedestrian entranceways or reception areas, which may be located at ground floor level.</p>	P12	Visitor accommodation	<p>a. Any bedroom shall be designed and constructed to achieve an external to internal noise reduction of not less than 35 dB Dtr,2m,nTw+Ctr.</p>										
P15	Art studios and workshops	Nil	P16	Art studios and workshops	Nil													
P16	Retirement village outside the Core (as identified on the Central City Core, Frame, Large Format Retail, and Health, Innovation, Retail and South Frame Pedestrian Precincts planning map).	Nil	P17	Retirement village	Nil													
						P19	Public artwork	Nil										
						P20	Public Transport Facility	Nil										
						P22	Emergency service facilities	Nil										
						P23	Parking lot	Nil										
						P24	High technology industrial activity	Nil										
<u>P17</u>	<u>The following activities in the Former Christchurch Teachers College building at 25 Peterborough Street:</u> i. <u>Retail activity</u> ii. <u>Commercial services</u> iii. <u>Entertainment activity</u> iv. <u>Gymnasium</u> v. <u>Education activity</u> vi. <u>Health care facility</u> vii. <u>Office</u> viii. <u>Art studios and workshops</u> ix. <u>Preschool</u>	<p>a. <u>The maximum total floorspace used for the specified activities shall not exceed 25% of the total floorspace on the site.</u>                      b. <u>Entertainment activity shall be limited to performances and exhibitions.</u></p>																
<u>P18</u>	<u>Small buildings for an activity listed in Rule 15.11.1.1 p1 to P17</u>	<p>a. <u>All small buildings shall be built up to the road boundary for the full width of the site;</u>                      b. <u>The maximum height shall be 21 metres, unless otherwise specified in Rule 15.11.2.1(a)(ii);</u> c. <u>There shall</u></p>																



City Centre Zone (incorporating s.42A recommendations)	Activity Specific Standards	Metropolitan Centre Zone (proposed by Lendlease)	Activity Specific Standards	Town Centre Zone (incorporating s.42A recommendations)	Activity Specific Standards
	<p><del>be no vehicle access to the site;</del>  <del>d. There shall be no onsite vehicle parking;</del>  <del>e. Where residential activities are included, a separate residential access to the building must be provided from the street or public laneway; and</del>  <del>f. Glazing of the street fronting façade shall be as follows:</del>  <del>i. ground floor between 0.5m and 3m in height – 75% minimum;</del>  <del>ii. first floor level and above – 30% minimum per floor.</del></p>				

Controlled Activities

City Centre Zone (incorporating s.42A recommendations)	Metropolitan Centre Zone (proposed by Lendlease)	Town Centre Zone (incorporating s.42A recommendations)
	<p>C1 a. Any activity listed in Rule 15.4A.1.1 P1-P17 requiring consent under Rule 15.4A.2.1(b).                      b. Any application arising from this rule shall not be limited or publicly notified</p>	<p>C1 a. Any activity listed in Rule 15.4.1.1 P1-P24 requiring consent under Rule 15.4.2.1(b).                      b. Any application arising from this rule shall not be limited or publicly notified</p>
<p>C1 a. Any new building, external alteration to any existing building, or the use of any part of a site not occupied by a building, for an activity listed in Rule 15.11.1.1 P1 to P17, which is:                      i. <del>within the Central City Core area 28m or less in height and;</del>                      ii. visible from a publicly owned and accessible space; and                      iii. <u>meets the following built form standards:</u>  <del>A. Rule 15.11.2.3 Sunlight and outlook for the street; and/or</del>  <del>B. Rule 15.11.2.12 Maximum road wall height; and</del>                      v. Is certified by a qualified expert on a Council approved list as meeting each of the urban design provisions/ outcomes in Rule 15.13.2.6 <del>Commercial Central City Business City Centre</del> Zone Urban Design.                      b. Certification shall include sufficient detail to demonstrate how the relevant urban design provisions/ outcomes in <u>Rule 15.13.2.6</u> have been met.                      c. This rule does not apply to any activity requiring consent under C2 below.                      d. Any application arising from this rule shall not be publicly or limited notified.</p>	<p>Refer Rule 15.4A.2.1 below.</p>	<p>Refer Rule 15.4.2.1 below.</p>
<p>C2 a. Any new building, or external alteration to any existing building, for a spiritual facility, which is:                      i. located at 100 Cathedral Square; and ii. certified by a qualified expert on a Council approved list as meeting each of the urban design provisions/ outcomes in Rule 15.13.5.1 - Buildings at 100 Cathedral Square.                      b. Certification shall include sufficient detail to demonstrate how the relevant urban design provisions/ outcomes in Rule 15.13.5.1 have been met.                      c. The built form standards in Rule 15.11.2 shall not apply to this activity.</p>		

Restricted Discretionary Activities

City Centre Zone (incorporating s.42A recommendations)	Matters of discretion	Metropolitan Centre Zone (proposed by Lendlease)	Matters of discretion	Town Centre Zone (incorporating s.42A recommendations)	Matters of discretion
<p>RD4 a. Any residential activity listed in Rule 15.101.1.1 P13 that does not meet one or more of the activity specific standards.                      b. Any application arising from this rule shall not be limited or publicly notified.</p>	<p>a. Residential activity in the <del>Commercial Central City Business City Centre</del> and Central City Mixed Use Zones – Rule 15.134.2.9                      b. <u>Glazing - 15.14.3.37</u>                      c. <u>Outlook spaces - 15.14.3.38.</u></p>	<p>RD1 a. Any activity listed in Rule 15.4A.1.1 P14 that does not meet one or more of the activity specific standards a- i.                      b. Any application arising from this rule shall not be limited or publicly notified other than for any breach of standards (h) and (i), which must not be publicly notified.</p>	<p>a. Residential activity – Rule 15.14.2.3                      b. Activity at ground floor level – Rule 15.14.2.2                      c. Glazing – Rule 15.14.3.37                      d. Outlook spaces – Rule 15.14.38</p>	<p>RD1 a. Any activity listed in Rule 15.4.1.1 P21 that does not meet one or more of the activity specific standards a- e, <u>f and i - k</u>.                      b. Any application arising from this rule shall not be limited or publicly notified <u>other than for any breach of standards (j) and (k), which must not be publicly notified.</u></p>	<p>a. Residential activity – Rule 15.14.2.3                      b. Activity at ground floor level – Rule 15.14.2.2                      c. <u>Glazing – Rule 15.14.3.37</u>                      d. <u>Outlook spaces – Rule 15.14.38</u></p>
<p>RD5 Any activity listed in Rule 15.11.1.1 P1 to <del>P17-P18</del> and Rules 15.11.1.3 RD1 to RD4, RD6 and RD8 that does not meet one or more of the built form standards in Rule 15.11.2, unless otherwise specified.                       Advice note:                      1. Refer to relevant built form standard for provisions regarding notification.</p>	<p>As relevant to the standard that is not met:                      a. <del>Commercial Central City Business City Centre</del> Zone - Building setbacks and continuity – Rule 15.134.3.15                      b. <del>Commercial Central City Business City Centre</del> Zone and <u>Central City (South Frame)</u> Mixed Use Zones (<u>South Frame</u>) - Verandas – Rule 15.14.3.16                      c. <del>Commercial Central City Business City Centre</del> Zone - Sunlight and outlook for the street – Rule 15.14.3.17                      d. <del>Commercial Central City Business City Centre</del> Zone and <u>Central City (South Frame)</u> Mixed Use Zone (<u>South Frame</u>) - Minimum number of floors – Rule 15.14.3.18                      e. <del>Commercial Central City Business City Centre</del> Zone – Flexibility in building design for future uses                      f. <del>Commercial Central City Business City Centre</del> Zone - Location of on-site car parking – Rule 15.14.3.20                      g. Fencing and screening structures in the <del>Commercial Central City Business City</del></p>	<p>RD2 Any activity listed in Rule 15.4A.1.1 P1-P17 and Rule 15.4A.1.3 RD3 to RD6, that do not meet one or more of the built form standards in Rule 15.4A.2.1 c. and Rules 15.4A.2.2 – 15.4A.2.16, unless otherwise specified.                       Advice note:                      1. Refer to relevant built form standard for provisions regarding notification.</p>	<p>a. As relevant to the built form standard that is not met:                      i. Urban design – Rule 15.14.1                      ii. Maximum building height – Rule 15.14.3.1                      iii. Minimum separation from the internal boundary with a residential or open space zone – Rule 15.14.3.3                      iv. Sunlight and outlook at boundary with a residential zone – Rule 15.14.3.4                      v. Water supply for fire fighting – Rule 15.14.3.8                      vi. Minimum building setback from the railway corridor – Rule 15.14.3.10                      vii. Building setback and continuity – Rule 15.14.3.15                      viii. Sunlight and outlook for the street – Rule 15.14.3.17                      ix. Minimum number of floors – Rule 15.14.3.18                      x. Flexibility in building design for future uses – Rule 15.14.3.19                      xi. Location of on-site car parking – Rule 15.14.3.20</p>	<p>RD2 Any activity listed in Rule 15.4.1.1 P1-P24 and Rule 15.4.1.3 RD3 to RD7, that do not meet one or more of the built form standards in Rule 15.4.2.1 c. and Rules 15.4.2.2 – 15.4.2.9, unless otherwise specified.                       Advice note:                      1. Refer to relevant built form standard for provisions regarding notification.</p>	<p>a. As relevant to the built form standard that is not met:                      i. Urban design – Rule 15.14.1                      ii. Maximum building height – Rule 15.14.3.1                      iii. Minimum building setback from road boundaries/ street scene – Rule 15.14.3.2                      iv. Minimum separation from the internal boundary with a residential or open space zone – Rule 15.14.3.3                      v. Sunlight and outlook at boundary with a residential zone – Rule 15.14.3.4                      vi. Screening of Outdoor storage areas, service areas/spaces and car parking – Rule 15.14.3.5                      vii. Landscaping and trees – Rule 15.14.3.4                      viii. Water supply for fire fighting – Rule 15.14.3.8                      ix. Minimum building setback from the railway corridor – Rule 15.14.3.10</p>

City Centre Zone (incorporating s.42A recommendations)		Matters of discretion	Metropolitan Centre Zone (proposed by Lendlease)	Matters of discretion	Town Centre Zone (incorporating s42A recommendations)	Matters of discretion
		<p><del>Centre</del> and Mixed Use Zones – Rule 15.14.3.21</p> <p>h. Screening of outdoor storage and service area / spaces – Rule 15.134.3.22</p> <p>i. Sunlight and outlook at boundary with a residential zone – Rule 15.134.3.23</p> <p>j. Minimum separation from the boundary with a residential zone – Rule 15.134.3.24</p> <p>k. Water supply and access for fire fighting – Rule 15.134.3.8</p> <p><u>l. Maximum building height – Rule 15.14.3.1</u></p> <p><u>m. Upper floor setbacks, tower dimension and site coverage – Rule 15.14.3.35</u></p> <p><del>n. Wind – Rule 15.14.3.39</del></p>		<p>xii. Screening of outdoor storage and service areas/spaces – Rule 15.14.3.22</p> <p>xiii. Minimum separation from the boundary with a residential zone – Rule 15.14.3.24</p> <p>xiv. Upper floor setbacks, tower dimension and site coverage – Rule 15.14.3.35</p> <p>xv. Wind – 15.14.3.39</p>		<p>x. Refer to Rule 15.14.4 for matters of discretion for area specific standards</p> <p>xi. <u>Minimum Tower Setback and Road Wall Height Rule 15.4.2.11</u></p> <p>xii. <u>Minimum Tower dimension and separation Rule 15.4.2.12</u></p>
					RD3	<p>a. Yard-based supplier Any application arising from this rule shall not be limited or publicly notified.</p> <p>a. Centre vitality and amenity – Rule 15.14.2.4</p>
			RD3	<p>a. Service station b. Any application arising from this rule shall not be limited or publicly notified.</p>	RD4	<p>a. Service station b. Any application arising from this rule shall not be limited or publicly notified.</p>
					RD5	<p>a. Drive-through services</p>
			RD4	<p>a. Any activity listed in Rule 15.4A.1.1P5-P13 that do not meet the activity specific standards. Any application arising from this rule shall not be limited or publicly notified.</p>	RD6	<p>a. Any activity listed in Rule 15.4.1.1P5-P11 that do not meet the activity specific standards. Any application arising from this rule shall not be limited or publicly notified.</p>
RD8	Parking lot/ Parking building	<p>a. <del>Commercial-Central-City Business-City Centre</del> Zone urban design – Rule 15.14.2.6</p> <p>Advice notes: 1. Refer to Rule 7.4.3.1(b) for parking in the Central City, Rule 7.4.2.3 RD1 for non-compliance with this rule, and activity Rule 7.4.2.5 NC3 for non-compliance with this rule in the Core of the <del>Commercial-Central-City Business-City Centre</del> Zone. 2. Also refer to Rule 7.4.2 for the activity status and matters of discretion for parking lots/ parking buildings in the context of the transport provisions for the Central City.</p>	RD5	<p>a. Parking building b. Any application arising from this rule shall not be limited or publicly notified.</p>	RD7	<p>a. Parking building b. Any application arising from this rule shall not be limited or publicly notified.</p>
			RD8	<p>Any activity listed in Rule 15.4.1.1 P1-P24 that does not meet Rule 15.4.2.10</p>	<del>RD8</del>	<p>a. <u>Any activity listed in Rule 15.4.1.1 P1-P24 that does not meet Rule 15.4.2.10</u></p>
RD1	<p>a. Any new building, external alteration to any existing building, or the use of any part of a site not undertaken in a building, for an activity listed in Rule 15.101.1.1 P1 to P17, which: <del>i. is within the Central City Core area; and</del> ii. is visible from a publicly owned and accessible space; and <del>iii-ii.</del> is not a controlled activity under Rule 15.11.1.2 C1.</p> <p>b. This rule does not apply to activities requiring consent under Rule 15.11.1.2 C2, or Rule 15.11.1.3 RD9, <u>or RD10</u>. Any application arising from this rule shall not be publicly or limited notified.</p>	<p>a. <del>Commercial-Central-City Business-City Centre</del> Zone urban design – Rule 15.14.2.6</p>		Refer Rule 15.4A.2.1 below.		Refer Rule 15.4.2.1 below.
RD2	<p>a. The erection of any new buildings within the Central City Retail Precinct (as identified on the Central City Core, Frame, Large Format Retail, and Health, Innovation, Retail and South Frame Pedestrian Precincts planning map). <u>b. This rule does not apply to buildings permitted by Rule 15.11.1.1 P18.</u></p> <p>c. Any application arising from this rule shall not be limited or publicly notified.</p>	<p>a. <del>Commercial-Central-City Business-City Centre</del> Zone urban design – Rule 15.14.2.6</p> <p>b. <del>Commercial-Central-City Business-City Centre</del> Zone Retail Precinct – Rule 15.14.2.7</p>				
RD3	<p>a. Any activity listed in Rule 15.11.1.1 P1 to P17 that does not meet the activity specific standard relating to ground floor activity (active frontage).</p> <p>b. Any application arising from this rule shall not be limited or publicly notified.</p>	<p>a. <del>Commercial-Central-City Business-City Centre</del> Zone - Activity at ground floor level – Rule 15.14.2.8</p>				
RD6	Retirement village in the Core (as identified on the Central City Core, Frame, Large Format Retail, and Health, Innovation, Retail	<p>a. Retirement villages - Rule 15.14.2.14</p> <p>b. <del>Commercial-Central-City-City Centre Zone urban design – Rule 15.14.2.6</del></p>				

City Centre Zone (incorporating s.42A recommendations)		Matters of discretion	Metropolitan Centre Zone (proposed by Lendlease)		Matters of discretion	Town Centre Zone (incorporating s42A recommendations)		Matters of discretion
	and South Frame Pedestrian Precincts planning map).							
RD7	Retirement village that does not meet any one or more of the built form standards in Rule 15.11.2 unless otherwise specified.	As relevant to the standard that is not met: a. <del>Commercial</del> Central City Mixed Use Zone - Landscaping and trees – Rule 15.14.3.25 b. <del>Commercial-Central City Mixed Use Zone</del> –Maximum building height - Rule <u>15.14.3.1(a) (xiv) and (b)(vi)</u> . c. <del>Commercial-Central City Business-City Centre</del> - Flexibility in building design for future uses – Rule 15.14.3.27 d. Fences and screening structures in the <del>Commercial-Central City-Business-City Centre</del> and Mixed Use Zones – Rule 15.14.3.21 e. Screening of outdoor storage and service areas / spaces - Rule 15.14.3.22 f. Sunlight and outlook at boundary with a residential zone, and in the <del>Commercial</del> Central City Mixed Use Zone, the boundary with the Open Space Community Parks Zone, Open Space Water and Margins Zone and Avon River Precinct/Te Papa Ōtākaro Zone - Rule 15.14.3.23 g. Minimum setback from the boundary with a residential zone, or from an internal boundary – Rule 15.14.3.24 h. Water supply and access for fire fighting – Rule 15.14.3.8						
RD9	a. Any new building, external alteration to any existing building, or the use of any part of a site not occupied by a building, for an activity listed in Rule 15.11.1.1 P1 to P17, which: i. is located at 100 Cathedral Square; and ii. is not a controlled activity under Rule 15.11.2 C2. b. The built form standards in Rule 15.11.2 shall not apply on this site to the activity listed in Rule 15.11.1.1 P11.	a. Buildings at 100 Cathedral Square – Rule 15.14.5.1						
RD10	<u>a. Any activity listed in Rule 15.11.1.1 P18 that does not meet one or more of the activity specific standards.</u> <u>b. Any application arising from this rule shall not be limited or publicly notified.</u>	<u>a. City Centre Zone urban design – Rule 15.14.2.6</u>						
RD11	<u>Any building that does not meet Rule 15.11.2.11(a)(ii), (iii), and (vi) in respect to all new buildings on New Regent Street, the Arts Centre and in the Central City Heritage Qualifying Matter and Precinct.</u>	<u>a. The impact on the heritage values of the Arts Centre or New Regent Street heritage items and heritage setting, and the extent to which the increase in building height would be mitigated by the building's form, design, or location on the site.</u> <u>b. Whether the proposed building would visually dominate the Arts Centre or New Regent Street heritage items and heritage setting or reduce views of those sites to or from a road or other public space.</u> <u>c. The Matters of Discretion for maximum building height – Rule 15.14.3.1</u>						

Discretionary Activities

City Centre Zone (incorporating s.42A recommendations)		Metropolitan Centre Zone (proposed by Lendlease)		Town Centre Zone (incorporating s42A recommendations)	
D1	Any activity that does not meet one or more of <u>the following</u> built form standards - <u>Rule 15.11.2.11 Building Height (a)(i)(A) (Buildings over 90 metres);</u> - <u>In Rules 15.11.2.11 Building Height (a)(i)(B) (Building Base);</u> - <u>Rule 15.11.2.11 Building Height (a)(ii) (Heritage setting – New Regent Street);</u> - <u>Rule 15.11.2.11 Building Height(a)(iii) (Arts Centre); and</u> - <u>Rule 15.11.2.11 Building Height (a)(iv)(B) (Cathedral Square Height Precinct); (Related to (Building Height) and/or</u> - <u>Rule 15.110.2.12 (Maximum Road Wall Height) unless otherwise specified.</u>				
D2	Any activity not provided for as a permitted, controlled, restricted discretionary, non-complying or prohibited activity.	D1	Any activity not provided for as a permitted, controlled, restricted discretionary, non-complying or prohibited activity.	D1	Any activity not provided for as a permitted, controlled, restricted discretionary, non-complying or prohibited activity.

Non-complying Activities

City Centre Zone (incorporating s.42A recommendations)	Metropolitan Centre Zone (proposed by Lendlease)	Town Centre Zone (incorporating s42A recommendations)
n/a		NC1 Any residential activity or <del>guest</del> visitor accommodation that does not meet Rules 15.4.1.1 P12 activity specific standard a. or P21 activity specific standard <del>f.g.</del>
	NC1 Sensitive activities within the 50 dB Ldn Air Noise Contour as defined on the planning maps.	NC2 Sensitive activities within the 50 dB Ldn Air Noise Contour as defined on the planning maps.
	NC2 a. Sensitive activities i. within 12 metres of the centre line of a 220kV National Grid transmission line or within 12 metres of a foundation of an associated support structure. ii. within 10 metres of the centre line of a 66kV electricity distribution line or within 10 metres of a foundation of an associated support structure. b. Buildings on greenfield sites within 10 metres of the centre line of a 66kV electricity distribution line or within 10 metres of a foundation of an associated support structure. c. Buildings, other than those in (b) above, i. within 12 metres of the foundation of a 220kV National Grid transmission support structure. ii. within 10 metres of the foundation of an associated support structure. d. Fences within 5 metres of a National Grid transmission line support structure foundation or a 66kV electricity distribution line support structure foundation. e. Any application arising from rules (a)(ii), (b), (c)(ii) and (d) with regard to a 66kV electricity distribution line above shall not be publicly notified, and shall be limited notified only to Orion New Zealand Limited or other electricity distribution network operator (absent its written approval).	NC3 a. Sensitive activities i. within 12 metres of the centre line of a 220kV National Grid transmission line or within 12 metres of a foundation of an associated support structure. ii. within 10 metres of the centre line of a 66kV electricity distribution line or within 10 metres of a foundation of an associated support structure. b. Buildings on greenfield sites within 10 metres of the centre line of a 66kV electricity distribution line or within 10 metres of a foundation of an associated support structure. c. Buildings, other than those in (b) above, i. within 12 metres of the foundation of a 220kV National Grid transmission support structure. ii. within 10 metres of the foundation of an associated support structure. d. Fences within 5 metres of a National Grid transmission line support structure foundation or a 66kV electricity distribution line support structure foundation. e. Any application arising from rules (a)(ii), (b), (c)(ii) and (d) with regard to a 66kV electricity distribution line above shall not be publicly notified, and shall be limited notified only to Orion New Zealand Limited or other electricity distribution network operator (absent its written approval).

Prohibited Activities

City Centre Zone (incorporating s.42A recommendations)	Metropolitan Centre Zone (proposed by Lendlease)	Town Centre Zone (incorporating s42A recommendations)
n/a	n/a	n/a

Built Form Standards

City Centre Zone (incorporating s.42A recommendations)	Metropolitan Centre Zone (proposed by Lendlease)	Town Centre Zone (incorporating s42A recommendations)																														
Refer to Rule 15.11.1.2 above.	<table border="1"> <thead> <tr> <th>Activity Status</th> <th>Applicable to</th> <th>Matters of control or discretion</th> </tr> </thead> <tbody> <tr> <td>a. permitted activity</td> <td>Any new building or addition to a building for activities listed in Rule 15.4A.1.1 P1 to P17 22m or less in height</td> <td>Nil</td> </tr> <tr> <td>b. controlled activity</td> <td>Any new building or addition to a building for activities listed in Rule 15.4A.1.1 P1 to P17 that exceed permitted standard 15.4A.2.1.a. but is less than 45m in height and is certified by a qualified urban design expert on a Council approved list as meeting each of the urban design provisions / outcomes in Rule 15.4A.1 Urban design (a)(i)-(ix).  Certification shall include sufficient detail to demonstrate how the relevant urban design provisions / outcomes in Rule 15.4A.1 have been met.</td> <td>a. That the new building or addition to a building is built in accordance with the urban design certification.</td> </tr> <tr> <td>c. Restricted discretionary</td> <td>Any new building or addition to a building that is not a permitted or controlled activity under Rule 15.4A.2.1 a or b.</td> <td>a. Urban design – Rule 15.14.1</td> </tr> <tr> <td colspan="3">d. 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15.11.2.1 Building setback and continuity	<p>15.4A.2.3 Building setback and continuity</p> <p>a. Buildings (excluding fences for the purposes of this standard) shall be built:                      i. up to a road boundary, except that where the allotment fronts more than one road boundary, buildings shall be built up to all road boundaries of the allotment; and                      ii. across a minimum of 65% of the width of an allotment where it abuts all road boundaries (excluding access ways and service lanes).                      b. Any application arising from this rule shall not be limited or publicly notified.</p> <p>Advice note:                      1. This rule applies to the ground and first floor of buildings only.</p>	<p>15.4.2.3 Building setback from road boundaries/ street scene</p> <p>a. The minimum building setback from road boundaries shall be as follows:                      i. On the road frontage of a site identified as a Key pedestrian frontage (identified on the planning maps), all buildings shall:                      A. be built up to the road boundary except for:                      I. a setback of up to a maximum of 4 metres from the road boundary for a maximum width of 10 metres.                      II. any pedestrian or vehicle access.                      B. have visually transparent glazing for a minimum of 60% of the ground floor elevation facing the street.                      C. have visually transparent glazing for a minimum of 20% of each elevation above ground floor and facing the street.                      D. This rule shall not apply to emergency service facilities (P22).                      E. On Colombo Street, between Moorhouse Ave and Brougham Street, buildings shall be set back no more than 2 metres from the road boundary and the setback shall not be used as a parking area.                      ii. On the road frontage of a site that is not identified as a Key pedestrian frontage on the planning maps, all buildings shall:                      A. be set back a minimum distance of 3 metres from the road boundary unless the building is built up to the road boundary; and                      B. have visually transparent glazing for a minimum of 40% of the ground floor elevation facing an arterial road or collector road.                      iii. On the road frontage of a site that is not identified as a Key pedestrian frontage on the planning maps and is opposite a residential zone, and/or has a road frontage to a local road:                      A. the road frontage shall have a landscaping strip with a minimum width of 1.5 metres, and a minimum of 1 tree for every 10 metres of road frontage or part thereof for that part of the frontage not built up to</p>																														



City Centre Zone (incorporating s.42A recommendations)		Metropolitan Centre Zone (proposed by Lendlease)		Town Centre Zone (incorporating s42A recommendations)	
					the road boundary (excluding pedestrian and vehicle accesses). b. Any application arising from this rule shall not be limited or publicly notified.
15.11.2.2 Verandas	a. In the areas shown on the 'Central City Active Frontages and Verandas and Building Setback planning map' as Central City Active Frontage and Veranda, every building shall provide a veranda or other means of weather protection with continuous cover for pedestrians. b. Any application arising from this rule shall not be limited or publicly notified.				
15.11.2.3 Sunlight and outlook for the street	a. Buildings shall not project beyond a 45 degree recession plane measured from the maximum road wall height and angling into the site: I. <u>Up to a maximum height of 28m; or</u> II. <u>For sites located on a street intersection, this rule shall not apply within 30m of the street corner</u> III. Except that this rule shall not apply to access ways, service lanes, or to New Regent Street. b. <u>This rule applies only until the upper floors of the building tower are set back 6m from the road wall.</u> c. Any application arising from this rule shall not be limited or publicly notified. d. <u>This rule does not apply to new buildings and alterations permitted by Rule 15.11.1.1 P18.</u>	15.4A.2.4 Sunlight and outlook for the street	a. Buildings shall not project beyond a 45 degree recession plane measured from the maximum road wall height and angling into the site: i. up to a maximum height of 22m; or ii. for sites located on a street intersection, this rule shall not apply within 30m of the street corner. b. Any application arising from this rule shall not be limited or publicly notified.		
15.11.2.4 Minimum numbers of floors	a. The minimum number of floors above ground level for any building within the Core identified on the 'Central City Core, Frame, Large Format Retail, and Health, Innovation, Retail and South Frame Pedestrian Precincts planning map' shall be two. b. Any application arising from this rule shall not be limited or publicly notified.	15.4A.2.5 Minimum numbers of floors	a. The minimum number of floors above ground level for any building shall be two. b. Any application arising from this rule shall not be limited or publicly notified.		
15.11.2.5 Flexibility in building design for future uses	a. The minimum distance between the top of the ground floor surface and the bottom of the first floor slab shall be 3.5 metres. The measurement shall be made from the ground floor surface to the bottom of the floor slab above. b. This rule shall not apply to buildings for residential activity or a retirement village except where they are within 10 metres of a road boundary. c. Any application arising from this rule shall not be limited or publicly notified.	15.4A.2.6 Flexibility in building design for future uses	a. The minimum distance between the top of the ground floor surface and the bottom of the first floor slab shall be 3.5 metres. The measurement shall be made from the ground floor surface to the bottom of the floor slab above. b. This rule shall not apply to buildings for residential activity or a retirement village except where they are within 10 metres of a road boundary. c. Any application arising from this rule shall not be limited or publicly notified.		
15.11.2.6 Location of onsite parking areas	a. Parking areas within the Core identified on the Central City Core, Frame, Large Format Retail, and Health, Innovation, Retail and South Frame Pedestrian Precincts planning map shall be located to the rear of, on top of, within or under buildings; or when located on the ground floor of any building, not located within 10 metres of the road boundary. b. Any application arising from this rule shall not be limited or publicly notified. c. <u>This rule does not apply to new buildings and alterations permitted by Rule 15.11.1.1 P18.</u>	15.4A.2.7 Location of onsite parking areas	a. Parking areas shall be located to the rear of, on top of, within or under buildings; or when located on the ground floor of any building, not located within 10 metres of the road boundary. b. Any application arising from this rule shall not be limited or publicly notified.		
15.11.2.7 Fences and screening structures	a. The maximum height of any fence or screening structure located within 4.5 metres of a road boundary, or between a building and the Central City Avon River Precinct Zone, shall be: i. 2 metres, where at least 50% of the fence structure is visually transparent; or ii. 1.2 metres, where less than 50% of the fence structure is visually transparent. b. This rule shall not apply to fences or other screening structures located on an internal boundary between two properties zoned residential and <del>Commercial-Central City-Business-City Centre</del> <u>City Centre</u> Zone. c. Any application arising from this rule shall not be limited or publicly notified. d. <u>This rule does not apply to new buildings and alterations permitted by Rule 15.11.1.1 P18.</u>				
15.11.2.8 Screening of outdoor storage and service areas or spaces	a. Any outdoor storage area or outdoor service spaces shall be: i. Located to the rear of the principal building on the site; and ii. Screened from any adjoining site by landscaping, fence, wall or a combination of these of not less than 1.8m high b. Any application arising from this rule shall not be limited or publicly notified.	15.4A.2.8 Screening of outdoor storage and service areas or spaces	a. Any outdoor storage area or outdoor service spaces shall be: i. located to the rear of the principal building on the site; and ii. screened from any adjoining site by landscaping, fence, wall or a combination of these of not less than 1.8 metres high. b. Any application arising from this rule shall not be limited or publicly notified.	15.4.2.6 Outdoor Storage Areas	a. Any outdoor storage areas shall: i. be screened by 1.8 metre high fencing or landscaping from any adjoining site; and ii. not be located within the setback specified in Rule 15.4.2.4. b. Any application arising from this rule shall not be limited or publicly notified.
15.11.2.9 Sunlight and outlook at boundary with a residential zone	a. Where an internal boundary adjoins a residential zone, no part of any building shall project beyond a building envelope <u>constructed by recession planes shown in Appendix 14.16.2 diagram D from points 3m above ground level along all boundaries where the boundary forms part of a legal right of way, entrance strip, access site, or pedestrian access way, the height in relation to boundary applies from the farthest boundary of that legal right of way, entrance strip, access site, or pedestrian access way. Contained by a recession plane measured from any point 2.3 metres above the internal boundary, as indicated in Appendix 15.15.9 as though the site were zoned the same residential zone.</u> b. <u>For any part of a building above 12m in height, the recession plane under a. shall apply, unless that part of the building above 12m in height is set back from the relevant boundary as set out below:</u> i. <u>northern boundary: 6 metres;</u> ii. <u>southern boundary: 8 metres; and</u> iii. <u>eastern and western boundaries: 7 metres</u> <u>Where the boundary orientation is as identified in Appendix 14.15.2 Diagram D, in which case there shall be no recession plane requirement for that part of the building above 12m in height.</u> c. The level of site boundaries shall be measured from filled ground level, except where the site on the other side of	15.4A.2.9 Sunlight and outlook at boundary with a residential zone	a. Where an internal boundary adjoins a residential zone, no part of any building shall project beyond a building envelope constructed by recession planes shown in Appendix 14.16.2 Diagram D from points 3m above ground level along all boundaries. b. For any part of a building above 12m in height, the recession plane under a. shall apply, unless that part of the building above 12m in height is set back from the relevant boundary as set out below: i. northern boundary: 6 metres; ii. southern boundary: 8 metres; and iii. eastern and western boundaries: 7 metres Where the boundary orientation is as identified in Appendix 14.15.2 Diagram D, in which case there shall be no recession plane requirement for that part of the building above 12m in height. c. Any application arising from this rule shall not be limited or publicly notified.  Advice note: 1. There is no recession plan requirement for sites located in the Metropolitan Centre Zone that adjoin sites also zoned Metropolitan Centre Zone.	15.4.2.5 Sunlight and outlook at boundary with a residential zone	a. Where an internal boundary adjoins a residential zone, no part of any building shall project beyond a building envelope <u>constructed by recession planes shown in Appendix 14.16.2 Diagram D from points 3m above ground level along all boundaries. contained by a 60° recession plane measured from any point 2.3 metres above the internal boundary accordance with the diagrams in Appendix 15.15.9.</u> b. <u>For any part of a building above 12m in height, the recession plane under a. shall apply, unless that part of the building above 12m in height is set back from the relevant boundary as set out below:</u> i. <u>northern boundary: 6 metres;</u> ii. <u>southern boundary: 8 metres; and</u> iii. <u>eastern and western boundaries: 7 metres</u> <u>Where the boundary orientation is as identified in Appendix 14.15.2 Diagram D, in which case there shall be no recession plane requirement for that part of the building above 12m in height.</u> b. <u>Where sites are located within a Flood Management Area, recession plane breaches created by the need to raise floor levels shall not be limited or publicly notified.</u> c. Any application arising from this rule shall not be limited or publicly notified.

City Centre Zone (incorporating s.42A recommendations)	Metropolitan Centre Zone (proposed by Lendlease)	Town Centre Zone (incorporating s42A recommendations)																																
<p>the internal boundary is at a lower level, then that lower level shall be adopted.</p> <p>d. Any application arising from this rule shall not be limited or publicly notified.</p>																																		
<p>15.11.2.10 Minimum setback from the boundary with a residential zone or from an internal boundary</p> <p>a. The minimum setback from the boundary with a residential zone, or in the case of residential activities from an internal boundary, shall be as follows:</p> <ul style="list-style-type: none"> <li>i. Buildings shall be setback from the boundary of any residential zone by a minimum of 3 metres, except that where there is a shared wall with a building within a residential zone no setback is required.</li> <li>ii. For residential activities there shall be no minimum building setback from internal boundaries other than from the boundary of any residential zone, except where a balcony or the window of any habitable space faces an internal boundary and there is no other direct daylight available to that habitable space, then the balcony or window shall not be located within 3 metres of any internal boundary.</li> <li>iii. Any required building setback under a. shall contain landscaping for its full width and length and this area planted in a combination of shrubs, trees and grasses including a minimum of 1 tree for every 10 metres of boundary length capable of reaching a minimum height at maturity of 8 metres and shall not be less than 1.5 metres at the time of planting.</li> <li>iv. All landscaping within the setback shall be maintained, and if dead, diseased or damaged, shall be replaced.</li> </ul> <p>b. Any application arising from this rule shall not be limited or publicly notified.</p>	<p>15.4A.2.10 Minimum setback from the boundary with a residential zone or from an internal boundary</p> <p>a. The minimum setback from the boundary with a residential zone, or in the case of residential activities from an internal boundary, shall be as follows:</p> <ul style="list-style-type: none"> <li>i. Buildings shall be setback from the boundary of any residential zone by a minimum of 3 metres, except that where there is a shared wall with a building within a residential zone no setback is required.</li> <li>ii. For residential activities there shall be no minimum building setback from internal boundaries other than from the boundary of any residential zone, except where a balcony or the window of any habitable space faces an internal boundary and there is no other direct daylight available to that habitable space, then the balcony or window shall not be located within 3 metres of any internal boundary.</li> <li>iii. Any required building under i. shall contain landscaping for its full width and length and this area planted in a combination of shrubs, trees and grasses including a minimum of 1 tree for every 10 metres of boundary length capable of reaching a minimum height at maturity of 8 metres and shall not be less than 1.5 metres at the time of planting.</li> <li>iv. All landscaping within the setback shall be maintained, and if dead, diseased or damaged, shall be replaced.</li> </ul> <p>b. Any application arising from this rule shall not be limited or publicly notified.</p>	<p>15.4.2.4 Minimum building setback from the internal boundary with a residential zone</p> <p>a. The minimum building setback from the internal boundary with a residential zone shall be 3 metres.</p> <p>b. Any application arising from this rule shall not be publicly notified.</p>																																
<p>15.11.2.11 Building Height</p> <p>a. The maximum and minimum height of any building shall be as follows:</p> <table border="1" data-bbox="191 1139 699 1852"> <thead> <tr> <th>Applicable to</th> <th>Standard</th> </tr> </thead> <tbody> <tr> <td>i. All buildings, except as provided for in ii., and iii and iv below.</td> <td>A. The maximum height shall be 90 metres. B. The maximum height of the building base shall be 28 metres. <del>In accordance with the Central City Maximum Building Height planning map</del></td> </tr> <tr> <td>ii. All buildings in the heritage setting of New Regent Street as identified in Appendix 9.3.7.2.</td> <td>The minimum and maximum height shall be 8 metres.</td> </tr> <tr> <td>iii. All buildings at the Arts Centre, being land bordered by Montreal Street, Worcester Street, Rolleston Avenue and Hereford Street.</td> <td>The maximum height shall be 16 metres.</td> </tr> <tr> <td>iv. All buildings within the Cathedral Square Height Precinct</td> <td>A. The maximum height shall be 45 metres; B. The maximum height of the building base shall be 28 metres.</td> </tr> <tr> <td>v. All buildings within the Victoria Street Height Precinct</td> <td>A. The maximum height shall be 45 metres. B. The maximum height of the building base shall be 28 metres.</td> </tr> <tr> <td>vi. All buildings in the Central City Heritage Qualifying Matter and Precinct, including the following areas: A. Land on the east side of Montreal Street between Worcester Boulevard and Hereford Street B. 145 Gloucester Street and 156 Armagh Street to the west of New Regent Street C. all sites in the block bounded by Armagh Street, Manchester Street, Gloucester Street and New Regent Street (but excluding New Regent Street) D. sites with road boundaries on the north side of Armagh Street at 129, 131, 133, 137 and 143 Armagh Street, and E. sites with road boundaries on the south side of Gloucester Street at 158, 160, and 162 Gloucester Street, 113C Worcester Street, and the units at 166 Gloucester Street</td> <td>The maximum height shall be 28 metres.</td> </tr> </tbody> </table> <p>b. This rule does not apply to new buildings and alterations permitted by Rule 15.11.1.1 P18.</p>	Applicable to	Standard	i. All buildings, except as provided for in ii., and iii and iv below.	A. The maximum height shall be 90 metres. B. The maximum height of the building base shall be 28 metres. <del>In accordance with the Central City Maximum Building Height planning map</del>	ii. All buildings in the heritage setting of New Regent Street as identified in Appendix 9.3.7.2.	The minimum and maximum height shall be 8 metres.	iii. All buildings at the Arts Centre, being land bordered by Montreal Street, Worcester Street, Rolleston Avenue and Hereford Street.	The maximum height shall be 16 metres.	iv. All buildings within the Cathedral Square Height Precinct	A. The maximum height shall be 45 metres; B. The maximum height of the building base shall be 28 metres.	v. All buildings within the Victoria Street Height Precinct	A. The maximum height shall be 45 metres. B. The maximum height of the building base shall be 28 metres.	vi. All buildings in the Central City Heritage Qualifying Matter and Precinct, including the following areas: A. Land on the east side of Montreal Street between Worcester Boulevard and Hereford Street B. 145 Gloucester Street and 156 Armagh Street to the west of New Regent Street C. all sites in the block bounded by Armagh Street, Manchester Street, Gloucester Street and New Regent Street (but excluding New Regent Street) D. sites with road boundaries on the north side of Armagh Street at 129, 131, 133, 137 and 143 Armagh Street, and E. sites with road boundaries on the south side of Gloucester Street at 158, 160, and 162 Gloucester Street, 113C Worcester Street, and the units at 166 Gloucester Street	The maximum height shall be 28 metres.	<p>15.14A.2.11 Building height</p> <p>a. The maximum and minimum height of any building shall be as follows:</p> <ul style="list-style-type: none"> <li>i. The maximum height shall be 45 metres.</li> <li>ii. The maximum height of the building base shall be 22 metres.</li> </ul>	<p>15.4.2.2 Maximum building height</p> <p>a. The maximum height of any building shall be as follows:</p> <table border="1" data-bbox="1556 1139 2022 1486"> <thead> <tr> <th></th> <th>Applicable to</th> <th>Standard</th> </tr> </thead> <tbody> <tr> <td>i.</td> <td>All sites in a <del>District</del> <u>Town Centre (other than specified below)</u></td> <td><del>20-22</del> metres</td> </tr> <tr> <td>ii.</td> <td>All sites in a <u>Town Centre at Riccarton, Hornby or Papanui</u></td> <td><del>22-32</del> metres</td> </tr> <tr> <td>iii.</td> <td><del>Any building in a District</del></td> <td><del>12</del> metres</td> </tr> <tr> <td>iv.</td> <td><del>Centre within 30 metres of an internal boundary with a residential zone</del></td> <td><del>12</del> metres</td> </tr> <tr> <td>v.</td> <td><u>All sites in a Neighbourhood Centre Other locations</u></td> <td><u>17</u> metres</td> </tr> </tbody> </table> <p>b. Any application arising from this rule shall not be publicly notified.</p>		Applicable to	Standard	i.	All sites in a <del>District</del> <u>Town Centre (other than specified below)</u>	<del>20-22</del> metres	ii.	All sites in a <u>Town Centre at Riccarton, Hornby or Papanui</u>	<del>22-32</del> metres	iii.	<del>Any building in a District</del>	<del>12</del> metres	iv.	<del>Centre within 30 metres of an internal boundary with a residential zone</del>	<del>12</del> metres	v.	<u>All sites in a Neighbourhood Centre Other locations</u>	<u>17</u> metres
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<p>15.11.2.12 Maximum road wall height</p> <p>a. The maximum height of the road wall of any building shall be:</p> <ul style="list-style-type: none"> <li>i. 21 metres <del>in the area subject to a 28 metre height limit on the 'Central City Maximum Building Height planning map'</del> unless specified below.</li> <li>ii. 17 metres where the wall fronts the northern side of Cashel Street, between Oxford Terrace and High Street;</li> <li>iii. <del>For sites located on a street intersection, a maximum height of 28m for a maximum distance of this rule shall not apply within 30m from the street corner.</del></li> </ul> <p>b. <del>This rule does not apply to new buildings and alterations permitted by Rule 15.11.1.1 P18.</del></p>	<p>Refer to Rule 15.14A.2.11 above</p>	<p><u>15.4.2.11 Minimum Tower setback and Road Wall Height</u></p> <p>a. <u>Any building above a 20-metre road wall height, shall be setback on a 45-degree angle from each edge of the building base.</u></p>																																
<p>15.11.2.13 Water supply for fire fighting</p> <p>a. Provision for sufficient water supply and access to water supplies for firefighting shall be made available to all buildings (excluding accessory buildings that are not habitable buildings) via Council's urban reticulated system in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice (SNZ PAS: 4509:2008).</p> <p>b. <u>Where a reticulated water supply compliant with SNZ PAS:4509:2008 is not available, water supply and access to water supplies for fire fighting that is in compliance with the alternative firefighting water sources provisions of SNZ PAS 4509:2008 must be provided.</u></p> <p>c. Any application arising from this rule shall not be publicly notified. Limited notification, if required, shall only be to the <u>Fire and Emergency New Zealand Fire and Emergency New Zealand</u> (absent its written approval).</p>	<p>15.14A.2.12 Water supply for fire fighting</p> <p>a. Provision for sufficient water supply and access to water supplies for firefighting shall be made available to all buildings (excluding accessory buildings that are not habitable buildings) via Council's urban reticulated system in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice (SNZ PAS: 4509:2008).</p> <p>b. Where a reticulated water supply compliant with SNZ PAS:4509:2008 is not available, water supply and access to water supplies for fire fighting that is in compliance with the alternative firefighting water sources provisions of SNZ PAS 4509:2008 must be provided.</p> <p>c. Any application arising from this rule shall not be publicly notified. Limited notification, if required, shall only be to the New Zealand Fire Service Commission (absent its written approval).</p>	<p>15.4.2.8 Water supply for fire fighting</p> <p>a. Provision for sufficient water supply and access to water supplies for firefighting shall be made available to all buildings via Council's urban reticulated system (<del>where available</del>) in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice (SNZ PAS: 4509:2008).</p> <p>b. <u>Where a reticulated water supply compliant with SNZ PAS:4509:2008 is not available, water supply and access to water supplies for fire fighting that is in compliance with the alternative firefighting water sources provisions of SNZ PAS 4509:2008 must be provided.</u></p> <p>c. Any application arising from this rule shall not be publicly notified and shall be limited notified only to New Zealand Fire Service Commission (absent its written approval).</p>																																
<p><u>15.11.2.14 Building Tower setbacks</u></p> <p>a. <u>All parts of the building tower shall be set back at least 6m from the street boundary, and from side / rear boundaries by a at least 6m or the any distance equal to 10% of the total height of the building, whichever is the lesser.</u></p> <p>b. <u>This rule does not apply to new buildings and alterations permitted by Rule 15.11.1.1 P18.</u></p>	<p>15.14A.2.13 Building tower setbacks</p> <p>a. All parts of the building tower shall be set back from any boundary by a distance equal to 10% of the total height of the building.</p>																																	
<p><u>15.11.2.15 Maximum building tower</u></p> <p>a. <u>The maximum plan horizontal dimension of any part of the building tower shall be 40m.</u></p>	<p>15.14A.2.14 Maximum building tower</p> <p>a. The maximum horizontal dimension of any part of the building tower shall be 40m.</p>	<p><u>15.4.2.12 Minimum Tower dimension</u></p> <p>a. <u>Any tower above the 20 metre road wall height in 15.4.2.11 shall be a maximum of a 40-metre diagonal dimension.</u></p>																																

City Centre Zone (incorporating s.42A recommendations)		Metropolitan Centre Zone (proposed by Lendlease)		Town Centre Zone (incorporating s.42A recommendations)	
<u>dimension and building tower coverage</u>	<u>(The maximum plan dimension is the horizontal dimension between the exterior faces of the two most separate points of the building – see diagram below)</u> b. <u>This rule does not apply to new buildings and alterations permitted by Rule 15.11.1.1 P18.</u>	dimension and building tower coverage		<u>and separation</u>	<u>b. Separation between multiple towers on a contiguous site shall be a minimum of 18 metres.</u>
<u>15.11.2.16 Minimum building tower separation</u>	a. <u>All parts of the building tower shall be separated from any other building tower by at least 12 metres. This rule applies to buildings on the same site, and to separate parts of the same building that may project above 28m in height.</u> b. <u>b. This rule does not apply to new buildings and alterations permitted by Rule 15.11.1.1 P18.</u>	15.14A.2.15 Minimum building tower separation	a. All parts of the building tower shall be separated from any other building tower by at least 12 metres. This rule applies to buildings on the same site, and to separate parts of the same building that may project above 22m in height.		
<u>15.11.2.7 Wind</u>	<u>a. New buildings, structures or additions above 30 metres in height shall not result in wind conditions that exceed the following cumulative wind condition standards (Gust Equivalent Mean) more than 5% annually at ground level, within 100m of the site based on modelling:</u> <u>i. 4 m/s at the boundary of the site street frontage for the width of the footpath;</u> <u>ii. 6 m/s within any carriageway adjacent to the site;</u> <u>iii. 4 m/s at public open spaces:</u> <u>A. The Avon River Precinct Zone;</u> <u>B. Cathedral Square;</u> <u>C. Victoria Square;</u> <u>D. Any public open space zoned Open Space Community Part Zone;</u> <u>E. The Margaret Mahy Family Playground.</u> <u>b. New buildings, structures or additions greater than 30 metres in height shall not result in wind speeds exceeding 15m/s more than 0.3% annually at ground level.</u> <u>c. This rule does not apply to new buildings and alterations permitted by Rule 15.11.1.1 P18.</u>	15.14A.2.16 Wind	a. New buildings, structures or additions above 30 metres in height shall not result in wind conditions that exceed the following cumulative wind condition standards (Gust Equivalent Mean) more than 5% annually at ground level, within 100m of the site based on modelling: i. 4 m/s at the boundary of the site street frontage for the width of the footpath; ii. 6 m/s within any carriageway adjacent to the site; iii. 4 m/s at public open spaces: b. New buildings, structures or additions greater than 30 metres in height shall not result in wind speeds exceeding 15m/s more than 0.3% annually at ground level.		
		15.14A.2.17 Minimum building setback from railway corridor	a. For sites adjacent to or abutting the railway line, the minimum building setback for buildings, balconies and decks from the rail corridor boundary shall be 4 metres. b. Any application arising from this rule shall not be publicly notified.	15.4.2.9 Minimum building setback from railway corridor	a. For sites adjacent to or abutting the railway line, the minimum building setback for buildings, balconies and decks from the rail corridor boundary shall be 4 metres. b. Any application arising from this rule shall not be publicly notified and shall be limited notified only to KiwiRail (absent its written approval).
				15.4.2.6 Landscaping and trees	a. Landscaping and trees shall be provided as follows: i. On sites <del>adjoining</del> with an internal boundary with a residential zone, trees shall be provided adjacent to the shared internal boundary at a ratio of at least 1 tree for every 10 metres of the boundary or part thereof, and evenly spaced extending to the road boundary within the setback. ii. On all sites: a. one tree shall be planted for every 5 car parking spaces (or part thereof) provided between buildings and the street. b. trees shall be planted within or adjacent to the car parking area at the front of the site. iii. All landscaping / trees required under these rules shall be in accordance with the provisions in Appendix 6.11.6 of Chapter 6.
				15.4.2.10 Minimum road boundary setback – Qualifying Matter City Spine Transport Corridor	a. For all properties fronting the City Spine Transport Corridor: i. Where the road is 24m or less in width, a minimum building setback from road boundary of 1.5m is required; and ii. Any fencing provided along the road boundary shall not exceed 1m in height maximum iii. Any outdoor living space must not be located within 1.5m of the road boundary.

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Updates in response to the direction to provide additional analysis in respect of the zone provisions are shown in underline.

Nature of assessment	RMA provision	Assessment
Objectives of the proposal	S32(1)(a) – examine the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of this Act	<p><u>Objective of the proposal</u></p> <p>Plan Change 14 is an Intensification Planning Instrument (<b>IPI</b>), which the Council is required to progress in order to provide for urban intensification pursuant to the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021. Plan Change 14:</p> <ul style="list-style-type: none"> <li>i. includes new objectives and policies relating to a well-functioning urban environment and providing for a variety of housing types and sizes; and</li> <li>ii. incorporates Medium Density Residential Standards (<b>MDRS</b>) in most existing residential areas across the city, enabling the development of up to three residential units per site, where each building must not exceed 11 metres in height with some additional height enablement for sloped roofs; and</li> <li>iii. gives effect to policy 3 and 4 of the National Policy Statement on Urban Development 2020 (<b>NPS-UD</b>), as also set out in Schedule 3B to the RMA.</li> </ul> <p>Policy 3 of the NPS-UD requires district plans to enable building heights and density of urban form in the city centre zone, metropolitan centre zone, within walkable catchments of those centres and rapid transit stops, and within and adjacent to other (lower order) centres. Policy 3 supports objective 3 which requires district plans to enable more people to live in, and more businesses and community services to be located in, areas of an urban environment where:</p> <ul style="list-style-type: none"> <li>(a) the area is in or near a centre zone or other area with many employment opportunities; or</li> <li>(b) the area is well-serviced by existing or planned public transport; or</li> <li>(c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.</li> </ul> <p>The submission of Lendlease identifies that Hornby functions as a metropolitan centre, being a key destination area that serves a catchment beyond its immediate and adjoining suburbs. It is a focal point for the surrounding sub-regional urban catchment, and with more than 12,000 new homes expected in Christchurch’s south-west by 2044, it has the potential to become a more prominent metropolitan centre in the future.</p> <p>The submission concludes that the most appropriate method to enable Hornby’s future growth, including a commensurate level of commercial activity and community and recreational services, is through the intensification and diversification opportunities delivered through the application of the Metropolitan Centre Zone to the Hornby Commercial Core.</p>



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		<p><u>Appropriateness to achieve the purpose of the Act</u></p> <p>Objective 3 of the NPS-UD requires a clear framework to be put in place to direct urban intensification to appropriate locations to support planned growth and to create a more efficient development pattern.</p> <p>Policy 3 and policy 4 of the NPS-UD support the centres hierarchy and intensification within and around urban centres. By not differentiating between metropolitan centres and town centres, PC14 does not encourage the “Priority Development Areas” of Hornby to grow to meet their potential, role, and catchment, and will fail to achieve the intensification requirements and benefits of the NPS-UD.</p> <p>The draft Greater Christchurch Spatial Plan (“<b>draft Spatial Plan</b>”) is a Future Development Strategy (“<b>FDS</b>”) under the NPS-UD (and will replace the 2018 FDS that was prepared under the 2016 version of the NPS-UD).</p> <p>Subpart 4 of the NPS-UD requires Council to have regard to the relevant FDS when preparing or changing RMA planning documents.</p> <p>The draft Spatial Plan identifies Hornby as a “significant urban centre” (alongside the Central City, Riccarton corridor, and Papanui), that will:</p> <ul style="list-style-type: none"><li>(a) Function as significant employment centres and major towns to improve the productivity and growth of economic activity and attract additional businesses investment.</li><li>(b) Have an important role to play in accommodating higher levels of future growth.</li></ul> <p>Not only is Hornby envisaged by the draft Spatial Plan to be supported in the long term by mass rapid transit, but it is also intended to develop “...into the second sub-regional service centre after the Central City” and has been identified as offering “...significant opportunities for change”, including “...accelerated urban development at the right scale”.</p> <p>It is essential to have regard to the existing and future function of Hornby, including whether it services a sub-regional catchment, in determining the appropriate equivalent zone.</p> <p>Hornby provides a broad range of commercial, community, recreational, and residential activities, and is a focal point for a sub-regional urban catchment, consistent with the National Planning Standards’ description of the Metropolitan Centre Zone. This is also consistent with the draft Spatial Plan which identifies Hornby as a sub-regional centre. The Greater Christchurch Future Mass Rapid Transit Indicative Business Case also supports and recognises Hornby’s role as a major centre.</p>
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Nature of assessment	RMA provision	Assessment
		<p>It follows that Hornby must be defined as a Metropolitan Centre in the District Plan in accordance with the National Planning Standards, and in implementing the NPS-UD.</p>
<p>Provisions in the proposal appropriate to achieve objectives</p>	<p>S32(1)(b)(i) – identifying other reasonably practicable options for achieving the objectives</p>	<p>One reasonably practicable option for achieving the objective of PC14 and Lendlease’s submission is to retain a “Town Centre Zone” for Hornby, with additional development opportunity compared to other town centres. This is the approach that is preferred by Council, as recommended within the s.42A Report.</p>
	<p>S32(1)(b)(ii) – assessing the efficiency and effectiveness of the provisions in achieving the objectives</p>	<p>The provisions proposed by Lendlease in respect of the application of the Metropolitan Centre Zone to Hornby are considered to be more efficient and effective of achieving the objectives of PC14 when compared to the town centre approach that is preferred by Council.</p> <p>Objective 3 of the NPS-UD requires a clear framework to be put in place to direct urban intensification to appropriate locations to support planned growth and to create a more efficient development pattern.</p> <p>Policy 3 and policy 4 of the NPS-UD encourage a hierarchy of development in and around urban centres. By not differentiating between metropolitan centres and town centres, PC14 does not encourage the “Priority Development Areas” of Hornby, Riccarton, and Papanui to grow to meet their potential.</p> <p>The distinction between a "Metropolitan Centre Zone" and a "Town Centre Zone" is based on the range of activities and the area they serve. The "Metropolitan Centre Zone" is described as a focal point for sub-regional urban catchments, implying a larger area of influence and a broader range of activities. Whereas, the "Town Centre Zone" is more localised, serving the needs of immediate and neighbouring suburbs.</p> <p><a href="#">Policy 3 of the NPS-UD requires that in metropolitan centre zones, district plans enable building heights and density of urban form to reflect demand for housing and business use in those locations, and in all cases building heights of at least 6 storeys.</a></p> <p><a href="#">This is a less than Policy 3 NPS-UD’s requirements for the city centre zone, which is to “realise as much development capacity as possible, to maximise benefits of intensification” and more than the requirements for the town centre zone, which is to enable building heights and density of urban form “commensurate with the level of commercial activity and community services”.</a></p> <p><a href="#">In preparing the rules for the Metropolitan Centre Zone:</a></p>

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Nature of assessment	RMA provision	Assessment
		<ul style="list-style-type: none"> <li>• <u>A full range of activities is provided for to reflect its role as servicing a sub-regional catchment.</u></li> <li>• <u>The rules and activity specific standards are consistent with the approach taken for the City Centre Zone and Town Centre Zone.</u></li> <li>• <u>To maintain the “primacy” of the City Centre Zone, a maximum permitted height of 45m is proposed, being half the permitted height of the City Centre Zone (as proposed by PC14), and the same height as the City Centre Cathedral Square and Victoria Street Height Precincts.</u></li> <li>• <u>This additional height is required to:</u> <ul style="list-style-type: none"> <li>○ <u>encourage additional employment and residential options in the area, and the increased built form will increase foot traffic in the area, encouraging further retail activity and employment; and</u></li> <li>○ <u>set it apart from the town centre zone and provide a clear signal as to where growth and investment in infrastructure is to be prioritised.</u></li> </ul> </li> </ul> <p><u>Consistent with the National Planning Standards description of the “Metropolitan centre zone”, the provisions provide for a broad range of commercial, community, recreational and residential activities, enabling it to act as a focal point for a sub-regional catchment.</u></p> <p>As Hornby provides a broad range of commercial, community, recreational, and residential activities, and is a focal point for a sub-regional urban catchment and is identified as a sub-regional centre by the draft Growth Strategy, it follows that Hornby should be defined as a Metropolitan Centre in the District Plan in accordance with the National Planning Standards, and in implementing the NPS-UD.</p> <p><u>New Buildings</u>  <u>New buildings greater than 22m in height require resource consent as a controlled activity where they are certified by a qualified urban design expert. The equivalent provision in the Town Centre Zone applies the same activity status to buildings greater than 4,000m<sup>2</sup> GLFA. Buildings that are not permitted or controlled require resource consent as a restricted discretionary activity, subject to urban design considerations.</u></p> <p><u>Height</u>      In respect of height, while the 45m sought by Lendlease is a further increase to the 32m recommended by Council, it does not alter the existing primacy or further challenge the City Centre's development potential on less prominent sites.</p>

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Nature of assessment	RMA provision	Assessment
		<p>For the balance of the City Centre Zone, the difference in height between the 45m proposed for Hornby and the 90m planned for the City Centre Zone is substantial, ensuring that the City Centre retains its primacy as the core urban area. Furthermore, while the evidence of Mr Heath raises concern that higher densities within centres such as Hornby may detract from the (re)development of the City Centre, the economic viability of developments in the City Centre, as highlighted by Ms Allen's evidence, indicates that the height at which developments become profitable in the City Centre is significantly higher than what is being proposed for Hornby.</p> <p>While there are areas within the City Centre Zone that are subject to qualifying matters that have the effect of restricting maximum heights to 16m, 28m, or 45m, this has occurred as the characteristics of these areas makes the level of urban development required under Policy 3(a) of the NPS-UD to be inappropriate (thereby ensuring high quality urban design outcomes). It is not appropriate to use this outcome as a reason to constrain growth in other centres such as Hornby.</p> <p>To achieve a well-functioning urban environment and its broader efficiency and sustainability outcomes, the NPS-UD requires intensification to occur not only within city centre zones, but within metropolitan zones and within walkable catchments of these centres and existing and planned rapid transit stops. For example, enabling greater levels of office activities at Hornby which provides more local employment, and employment opportunities closer to where people live, and supporting competitive land and development markets is 'better' at giving effect to the NPS UD than concentrating such activities within the CBD.</p> <p><u>The evidence of Mr Heath identifies that increased height to 32m:</u></p> <ul style="list-style-type: none"> <li><u>(a) Has the potential to result in an increase in the level of intensification, primarily in respect of residential and commercial uses, and new community infrastructure, promoting the centre as a hub of employment and a location of higher levels of amenity.</u></li> <li><u>(b) May help focus intensification into the centre, which could help with infrastructure management / development, and would result in a more efficient outcome from an infrastructure use and investment perspective.</u></li> <li><u>(c) Represents a more efficient outcome with better access to goods and services, employment, public transport, community facilities, etc relative to the Town Centres.</u></li> <li><u>(d) May detract from (re)development of the City Centre (and potentially the CCMUZ and HRZ) as the development land would be, comparatively cheaper and may result in a less efficient resource use and unplanned intensification that could result in infrastructure capacity shortfalls.</u></li> </ul>



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		<p>(e) <u>Would likely dilute the potential residential development in and around the City Centre. This could put at risk the rate of the City Centre’s recovery.</u></p> <p>(f) <u>May undermine the relative competitiveness across the network and catalyse intensive development in locations / centres that may not represent the most economically efficient outcome.</u></p> <p>The evidence of Mr Colegrave advises that the potential risk of the increased height and density of built form challenging the primary and vibrancy of the city centre is minimal and that enabling and attracting buildings in the city’s (proposed) metropolitan centres does not necessarily reduce the rate or quality of city centre development.<sup>1</sup></p> <p><u>The efficiency and effectiveness of the additional height identified by Mr Heath are acknowledged and agreed. In respect of the dis-benefits:</u></p> <p>(a) <u>The economic viability of developments in the City Centre, as highlighted by Ms Allen’s evidence, indicates that the height at which developments become profitable in the City Centre is significantly higher than what is being proposed for Hornby.</u></p> <p>(b) <u>Objective 3 of the NPS-UD requires district plans to enable more people to live in, and more businesses and community services to be located in, areas of an urban environment, where they are in or near a centre zone or other area with many employment opportunities, or is well-serviced by existing or planned public transport, or there is high demand for housing or for business land in the area.</u></p> <p>(c) <u>The draft Growth Strategy and FDS identifies Hornby as a “significant sub-regional centre” that will develop into the second sub-regional service centre after the Central City. This includes the provision of intensification of commercial and residential development in and around the centre, noting that PC14 already makes provision for six-storey residential development within the vicinity of Hornby through the application of the High Density Residential Zone.</u></p> <p><u>I am of the opinion that the City Centre will continue to be the most attractive and efficient location for high-density developments, and 45m height limit sought by Lendlease will not detract from this. Instead, it will allow Hornby to service its sub-regional catchment more efficiently without compromising the development potential and primacy of the City Centre.</u></p>

<sup>1</sup> Para. 5.24; Statement of Evidence of Fraser Colegrave on behalf of Kainga Ora – Homes and Communities.

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Nature of assessment	RMA provision	Assessment
		<p><u>Other built form standards</u>  <u>The other built form standards that are proposed to apply to the Metropolitan Centre Zone are consistent with those which apply to the City Centre Zone (the key difference being the 45m restriction on building height, which maintains the primacy of the City Centre Zone and the requirement of Policy 3 NPS-UD to “realise as much development capacity as possible, to maximise benefits of intensification” within the City Centre Zone).</u></p> <p><u>Having regard to the intent of the Metropolitan Centre Zone to service a sub-regional catchment, and the intended function of Hornby as a “significant urban centre” (alongside the Central City, Riccarton corridor, and Papanui), being a significant employment centre that will have an important role to play in accommodating higher levels of future growth, I am of the opinion that applying the same or similar built form standards as the City Centre Zone will enable an appropriate level of urban intensification.</u></p> <p><u>Office</u>  <u>The evidence of Mr Heath advises that enabling office tenancies greater than 500m<sup>2</sup> as a permitted activity outside the City Centre Zone is likely to have significant impacts on the competitive advantage afforded to the City Centre, including:</u></p> <ul style="list-style-type: none"> <li><u>(a) A decrease in the Central City Zone’s effective density.</u></li> <li><u>(b) A decrease in associated agglomeration benefits.</u></li> <li><u>(c) A negative impact upon efficiency gains resulting from centralised office activity and a condensed City Centre.</u></li> <li><u>(d) A disaggregation of office activity leading to lower central city value, decreasing the potential for development and improved quality.</u></li> <li><u>(e) A negative impact on certainty for investment in the Christchurch City Centre decrease the viability of office location.</u></li> </ul> <p><u>Mr Heath is concerned that:</u></p> <ul style="list-style-type: none"> <li><u>(a) Policy settings that disperse office activity within wider Christchurch reduces the City Centre’s overall attractiveness and competitiveness.</u></li> <li><u>(b) Provisions facilitating the dispersal of office activity in out-of-centre locations or through unnecessary expansion of centres is likely to result in the diffusion of activity, economic inefficiencies and a fall in Christchurch’s overall productivities and competitiveness.</u></li> </ul>

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Nature of assessment	RMA provision	Assessment
		<p>In respect of office activity, the evidence of Mr Colegrave <u>does not share the concerns of Mr Heath. In Mr Colegrave’s opinion, the risks are minimal; “...Christchurch competes with other cities across New Zealand to attract and retain top firms and talent, vying for a greater share of national population and economic growth in the process. The more attractive the city makes itself for investors, firms, and families, the more likely it will prosper and sustain a higher growth trajectory than it would do otherwise. City growth is not a zero-sum gain.”<sup>2</sup></u></p> <p><u>Mr Colegrave goes on to</u> state that should the Panel consider that the metropolitan centre zoning of Hornby, Papanui, and Riccarton challenges the primacy and vibrancy of the city centre, a cap of 1,000m<sup>2</sup> could be applied to office tenancy “to ensure that top-tier firms seeking large floorplates remain concentrated in and around the CBD”.<sup>3</sup> If this is considered necessary, a constraint of this nature can be imposed on the Metropolitan Centre Zone provisions that have been proposed within my statement of evidence. Beyond that, Mr Colegrave does not consider it necessary to impose activity restrictions.<sup>4</sup></p> <p><u>The metropolitan zoning, and the associated provision for office activity with no limits as to tenancy sizes would apply to the three large centres (Hornby, Papanui, and Riccarton), being the centres that have been identified by the draft Growth Strategy and FDS as being the significant employment centres that will have the function of improving productivity and growth of economic activity and attract additional business investment, and having an important role to play in accommodating higher levels of future growth.</u></p> <p><u>Having regard to the evidence of Mr Colegrave, additional development opportunity within the proposed metropolitan centres will not inherently detract from the CBD; instead, it can contribute to the overall growth and attractiveness of the city, which can benefit all areas, including the City Centre. Development within the Metropolitan centres could potentially lead to a net increase in economic activity and attractiveness for the entire city, rather than simply redistributing existing activities from the City Centre to these centres.</u></p> <p><u>Residential</u> Mr Colegrave has provided evidence that the capacity for residential development enabled by PC14 is focused in specific suburbs and has not sufficiently considered if it would enable a</p>

<sup>2</sup> Para. 5.25; Statement of Evidence of Fraser Colegrave on behalf of Kainga Ora – Homes and Communities.

<sup>3</sup> Para. 5.27; Ibid.

<sup>4</sup> Para. 5.28; Ibid.

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Nature of assessment	RMA provision	Assessment
		<p>variety of homes that meet the needs, in terms of type, price and location of different households (Policy 1(a)(i) of the NPS-UD). Enabling greater height in the Metropolitan Centres will enable apartment building development, including the potential for build to rent, providing for different housing typologies, locations, and price points.</p> <p><u>Effects of intensification of industrial-zoned land</u> If Council is concerned that the enablement of building heights of up to 6 storeys is inappropriate for the Industrial General Zone and Industrial Heavy Zone at Hornby within the walkable catchment of the centre, then a qualifying matter can be applied. However, within the walkable catchment, the following height standards apply to the Industrial General and Industrial Heavy zones:</p> <p>(a) Standard 16.4.2.1 restricts the maximum height of buildings within the Industrial General Zone to 15m where they are located within 20m of a residential or rural zone. Otherwise, there is no maximum height or building coverage constraint.</p> <p>(b) Standard 16.5.2.1 restricts the maximum height of buildings within the Industrial Heavy Zone to 15m where they are located within 20m of a residential or rural zone. Otherwise, there is no maximum height or building coverage constraint.</p> <p>Standards 16.4.2.1 and 16.5.2.1 adequately address the amenity effects and recommend that they are retained and applied as a qualifying matter to those parts of the Industrial General Zone and Industrial Heavy Zone that are located within the 800m or 1.2km walkable catchment.</p> <p><u>Reverse sensitivity effects</u> While residential intensification within Hornby proximate to the Industrial General Zone and Industrial Heavy Zone has the potential to result in increased reverse-sensitivity effects, PC14 already incorporates the High Density Residential Zone in locations that are directly adjacent to these Industrial zones.</p> <p>PC14 addresses the potential reverse sensitivity effects of this additional building height and density through the application of the “Industrial Interface Qualifying Matter Area” (which restricts building height to 8m).</p> <p>This qualifying matter has been applied to all residential/industrial zone interfaces within Hornby. Matters pertaining to reverse sensitivity have been sufficiently addressed by PC14.</p>



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Nature of assessment	RMA provision	Assessment
	S32(1)(b)(iii) – summarising the reasons for deciding on the provisions	<p>The provisions recommended in my evidence:</p> <ul style="list-style-type: none"> <li>(a) give effect to the objectives and policies of the NPS-UD;</li> <li>(b) reduce pressure on urban expansion and associated infrastructure investment requirements by enabling more intensification of an existing urban area;</li> <li>(c) delivers on the role and function of the urban and town centres across Greater Christchurch as outlined in the draft Spatial Plan;</li> <li>(d) better enable the social and economic well-being of the community than the provisions as notified; and</li> <li>(e) promote the sustainable management of resources, achieve the purpose of the RMA and give effect to Part 2 and other provisions of the RMA.</li> </ul>
Benefits/costs	S32(2)(a) - identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions	<p><u>Benefits</u></p> <p>The economic evidence of Mr Colegrave identifies the following benefits in respect of the metropolitan rezoning:</p> <ul style="list-style-type: none"> <li>(a) Taller buildings improve viability in the local context, and enabling greater height will boost the number of financially viable developments that can be delivered by the market over time.<sup>5</sup></li> <li>(b) Taller and higher density buildings foster economic vibrancy by concentrating residents, businesses, commercial spaces, and cultural institutions near one another, giving rise to agglomeration benefits and boost foot traffic for retailers and service providers.<sup>6</sup></li> <li>(c) Taller and higher density buildings optimise the use of high value urban land, accommodating more people and providing greater amenities within the existing urban area.<sup>7</sup></li> <li>(d) Building upwards in established areas (i.e. intensification) can help reduce infrastructure needs by consuming spare capacity within existing networks but may trigger upgrades in networks close to capacity. Generally, though, intensification is thought to improve infrastructure efficiency, especially in relation to transport.<sup>8</sup></li> </ul> <p>Overall, Mr Colegrave considers the provision of additional height in and around centres to have positive economic benefits and will address a shortfall of 110ha of commercial floorspace</p>

<sup>5</sup> Para. 5.47; Statement of Evidence of Fraser Colegrave on behalf of Kainga Ora – Homes and Communities.

<sup>6</sup> Para. 5.49(a); Ibid.

<sup>7</sup> Para. 5.49(c); Ibid.

<sup>8</sup> Para. 5.49(d); Ibid.

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		<p>capacity, identified in the 2023 Business Capacity Assessment (“BCA”).<sup>9</sup> As it is not possible to create more land in existing centres, or create new centres of the scale required, Mr Colegrave considers that the provision of greater height is the best way to address the shortfall.<sup>10</sup></p> <p><u>Costs</u>          The economic evidence of Mr Colegrave identifies the following costs in respect of the metropolitan rezoning:</p> <p>(a) As density increases, so too does the potential for adverse effects from living and working closer to one another. While the suite of effects arising from this situation varies, the most common are traffic congestion, noise pollution, loss of sunlight, and overcrowded public spaces.<sup>11</sup></p> <p>The bulk and location standards proposed are considered sufficient to address this matter. The NPS-UD directs urban intensification to occur in appropriate locations to support planned growth and to create a more efficient development pattern. In doing so, the NPS-UD recognises that New Zealand’s urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations (objective 4) and that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types (policy 6(b)).</p> <p>Overall, I consider that the benefits of intensification far outweigh the costs, and the costs identified need to be considered through a different lens in accordance with policy 6(b).</p> <p><u>In respect of enabling office tenancies with a gross floor area greater than 500m<sup>2</sup>, the economic evidence of Mr Heath identifies the following costs:</u>  <u>(a) A decline in centre amenity and a social value potentially not achieved elsewhere, i.e., a net loss of value. There is a social value placed by the community on a vibrant Central City, if this activity is simply dispersed throughout the city this value is likely to be lost altogether.</u></p>

<sup>9</sup> Para. 5.58; Ibid.  
<sup>10</sup> Para. 5.60; Ibid.  
<sup>11</sup> Para. 5.49(e); Ibid.

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		<p>(b) <u>Loss of agglomeration benefits. The proportional decline of commercial activity within the City Centre and the dispersal of this commercial activity throughout Christchurch impacts upon productivity, which decreases both the value and competitiveness of businesses in Christchurch.</u></p> <p>(c) <u>With the \$billions spent on projects upgrading public City Centre assets, the loss of activity within the City Centre increases the marginal cost of this infrastructure while reducing the social value attributable to these public goods and services.</u></p> <p>Having regard to the evidence of Mr Heath and Mr Colegrave, I am of the opinion that the potential benefits of the metropolitan zoning, and the associated provision for office activity with no limits as to tenancy sizes, are sufficient to outweigh the potential costs. In particular:</p> <p>(a) <u>Hornby, Papanui, and Riccarton are the centres that have been identified by the draft Growth Strategy and FDS as being the significant employment centres that will have the function of improving productivity and growth of economic activity and attract additional business investment, and have an important role to play in accommodating higher levels of future growth.</u></p> <p>(b) <u>Additional development opportunity within the proposed metropolitan centres will not inherently detract from the CBD; instead, it can contribute to the overall growth and attractiveness of the city, which can benefit all areas, including the City Centre. Development within the Metropolitan centres could potentially lead to a net increase in economic activity and attractiveness for the entire city, rather than simply redistributing existing activities from the City Centre to these centres.</u></p> <p>(c) <u>Enabling office activity in metropolitan centres (without a 500m<sup>2</sup> “cap”) will provide greater employment opportunities closer to larger segments of the population, which supports a range of social, economic, and environmental outcomes (including reduction in greenhouse gases from reduced travel).</u></p> <p>(d) <u>The NPS-UD recognises that the amenity values of urban environments will develop and change over time, which may involve significant changes that detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types.</u></p>