

Draft Greater Christchurch Spatial Plan

**Addendum 1 to the Officers' Report on Submissions
of the draft Spatial Plan (04 October 2023)**

25 October 2023

Introduction

The Officers' Report on submissions on the draft Greater Christchurch Spatial Plan was circulated to the Hearings Panel, submitters and made publicly available on 4 October 2023. The Officers' Report was prepared to:

- briefly outline the purpose of the draft Spatial Plan
- document the future development strategy requirements of the National Policy Statement on Urban Development 2020 (NPS-UD) that relate to the draft Spatial Plan
- describe the consultation and engagement process adopted for the draft Spatial Plan
- provide an officers' response to points made in the submissions received on the draft Spatial Plan
- provide officers' recommendations on proposed changes to the draft Spatial Plan to address submission points.

This addendum to the Officers' Report provides updated maps reflecting the recommendations of the Reporting Officers as set out in Appendix 3 and Appendix 4 of the Officers' Report.

The maps are provided below in the order they appear in the draft Spatial Plan. Not all recommended changes are able to be clearly identified on the maps as changes. To enable comparison between the original maps as included in the draft Spatial Plan published for consultation in June 2023 version and the recommendations each map section below provides:

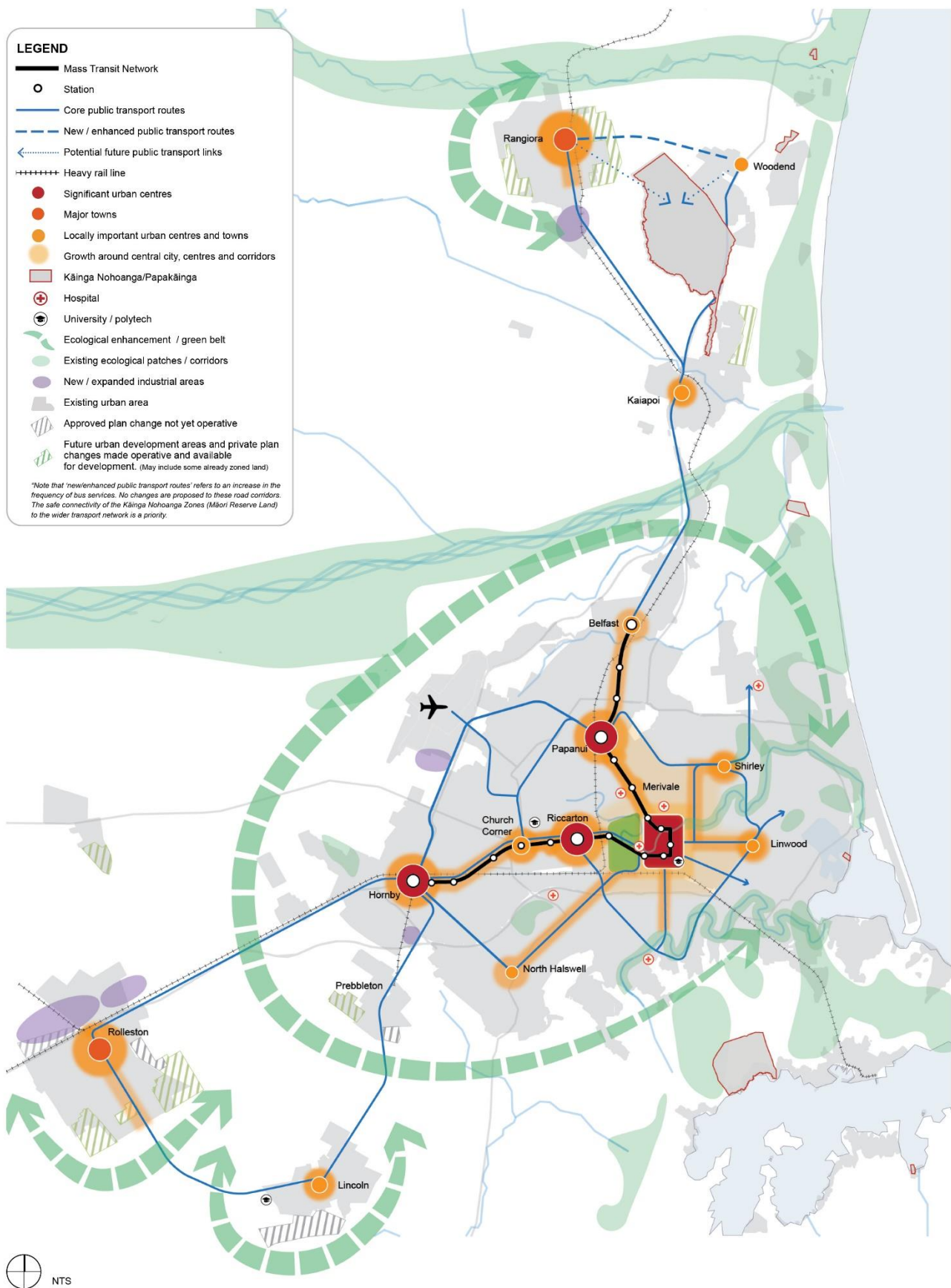
- The recommendations in text – as per the recommendations shown in Appendix 4 of the Officers' Report
- The original version of the map as included in the draft Spatial Plan published for consultation in June 2023
- Amended maps which incorporate the Reporting Officers' recommendations.

Some of the map headings below have track changes included, this is to reflect the Reporting Officers' recommended changes to the map titles.

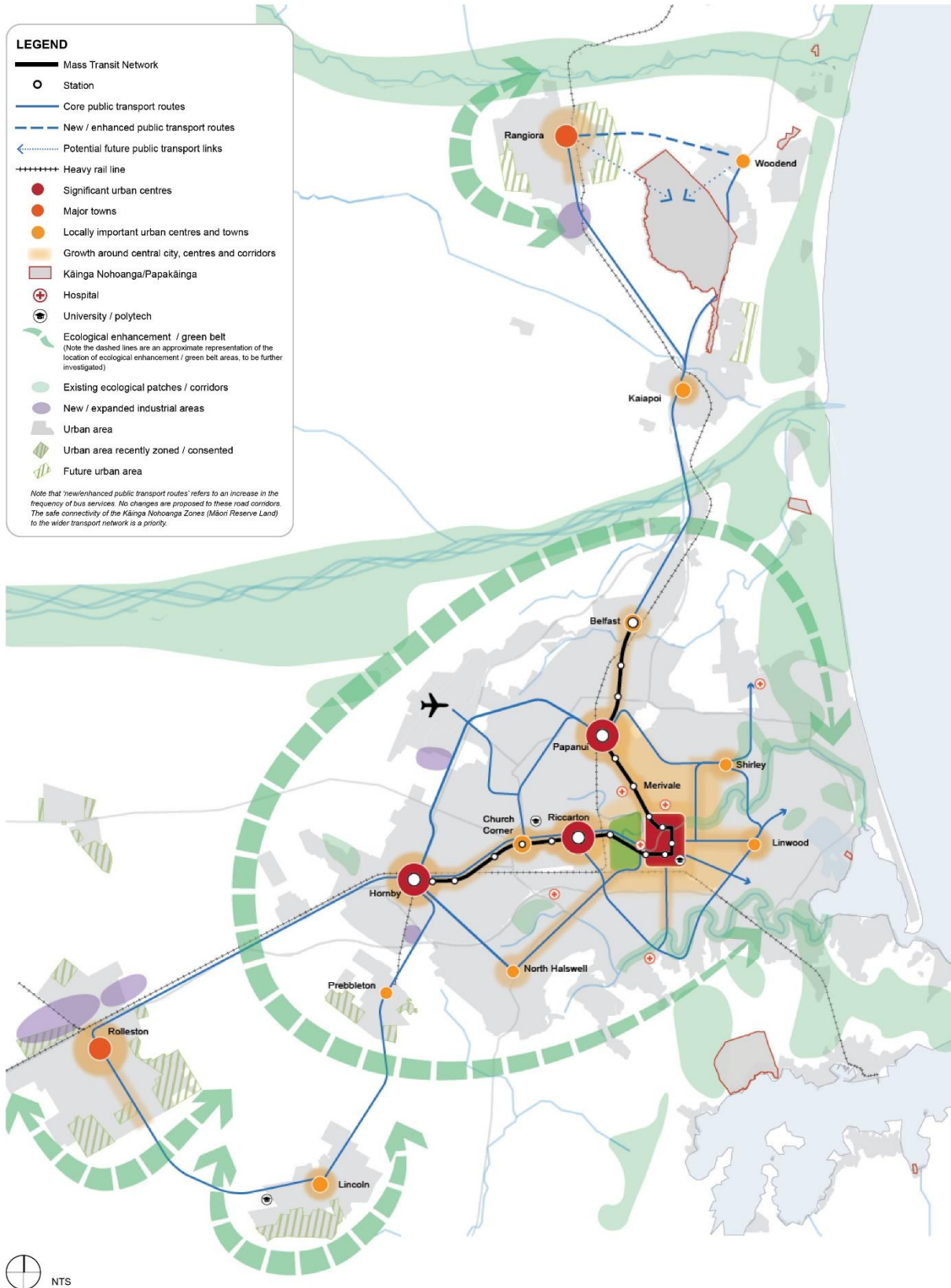
Map 2 – The Greater Christchurch spatial strategy (1 million people)

Amend Map 2 as follows:

- a. Add notation - Ecological enhancement / green belt - The dashed lines are an approximate representation of the location of ecological enhancement / green belt areas, to be further investigated.
- b. Amend to align with new / expanded business (industrial and commercial areas) that were rezoned by the partially operative Selwyn District Plan.
- c. Amend to reflect resultant changes and the status of private plan changes, district plan reviews, IPIs and referred projects under the COVID-19 Recovery (Fast-track Consenting) Act 2002
- d. Amend to include any existing LLRZ in Greater Christchurch as part of the existing urban area.
- e. Amend to correctly show the Ōpāwaho Heathcote River.
- f. Amend legend item 'growth around central city, centres and corridors' to correspond to the symbology on the maps
- g. Identify **Prebbleton** as a 'locally important urban centre and town'



Recommended Version

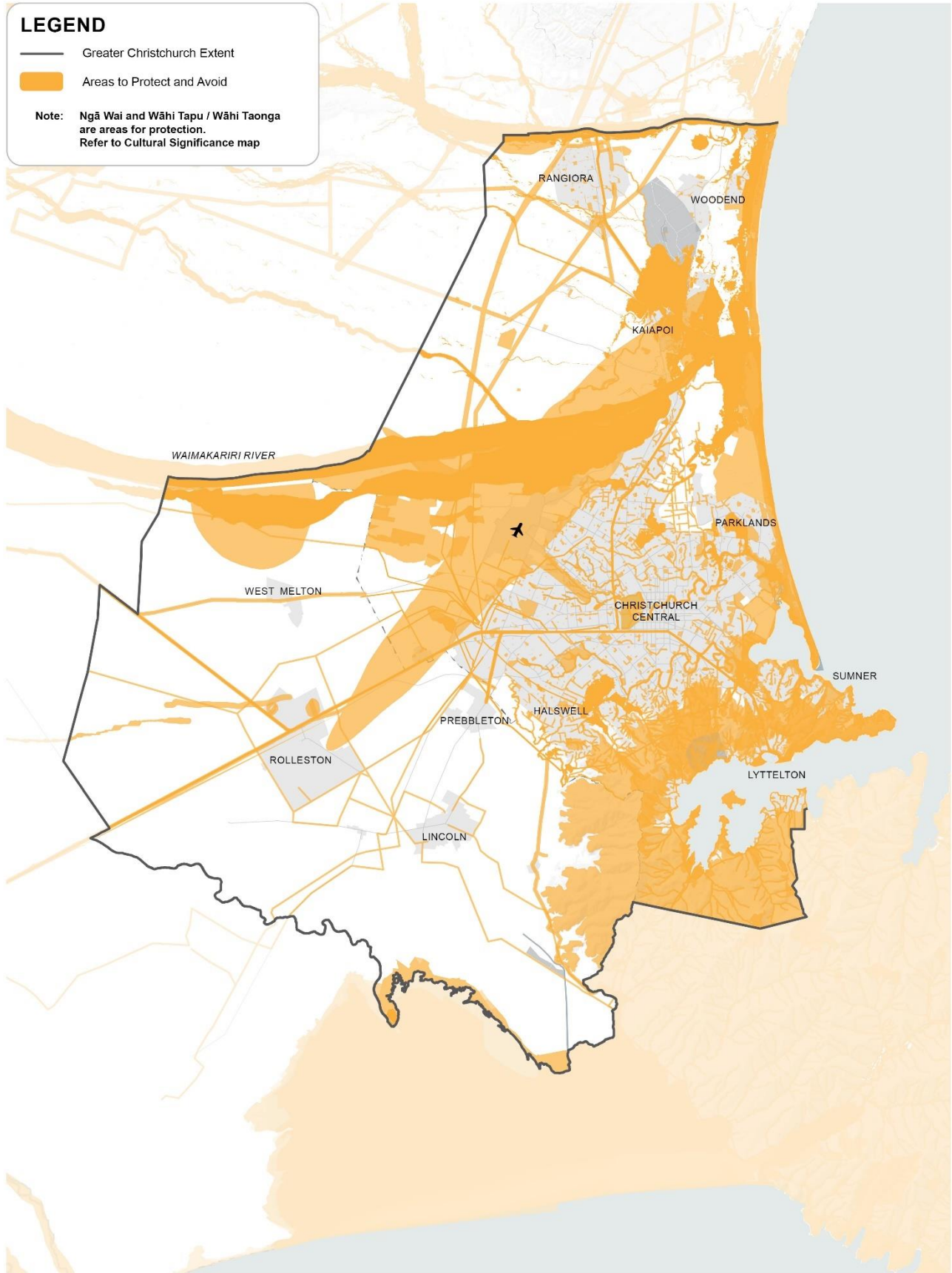


Map 5 - Areas to protect and avoid Key constraint areas

Amend Map 5 above as follows:

- a. Include symbols for Lyttelton Port and the inland ports.
- b. Identify National Grid assets.
- c. Change legend to 'Key constraint areas'

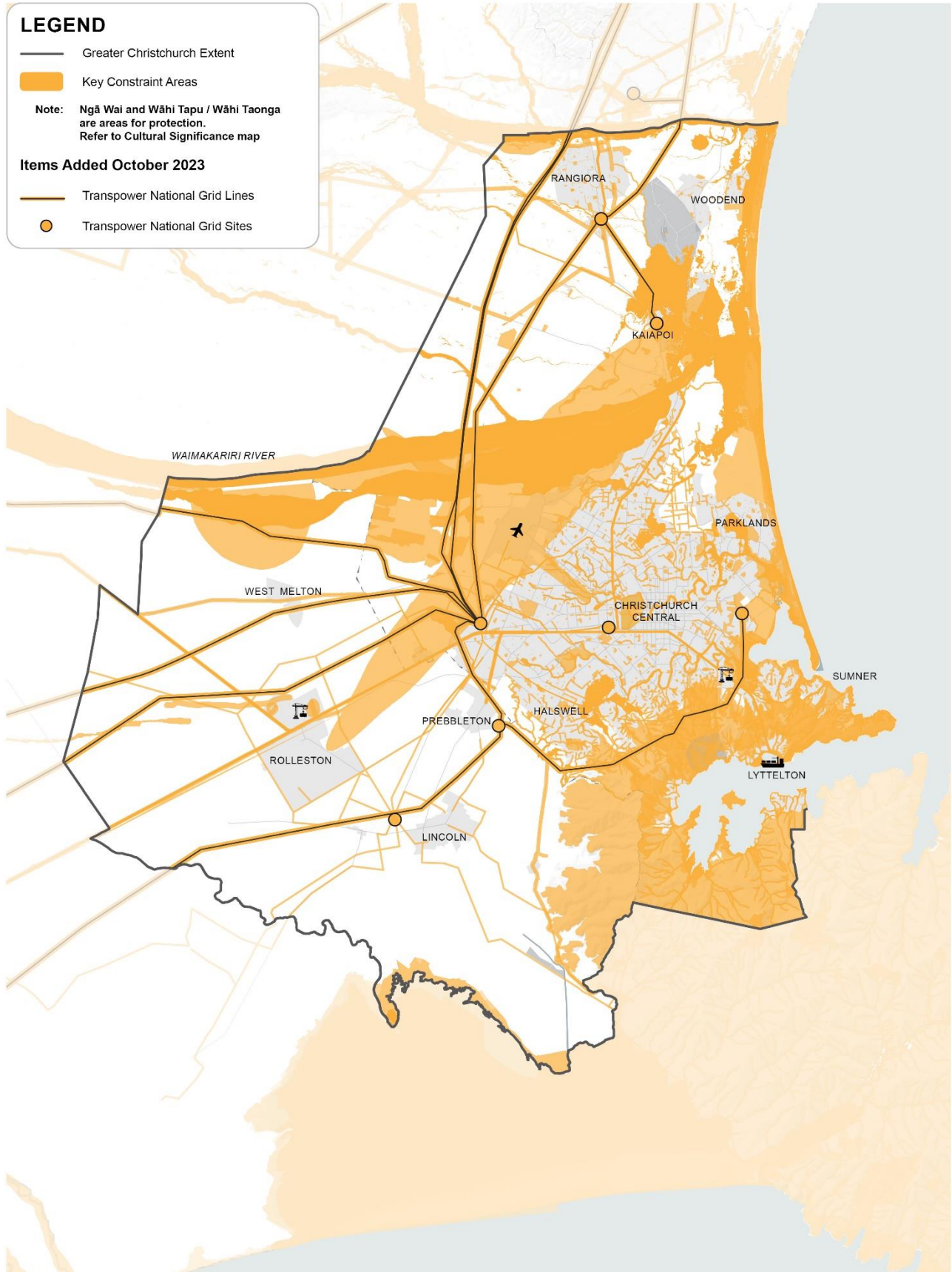
Note: Changes to other maps will result in consequential changes to Map 5 as this is a 'heat' map combining other maps in the draft Spatial Plan.



NTS

This map is based on the existing information and Geographic Information System (GIS) data from the four partner Councils. For some constraints, mapping data is unavailable, incomplete, or reliant on emerging policy with legal effect. Refer to the Technical Report for limitations and further information.

Recommended Version

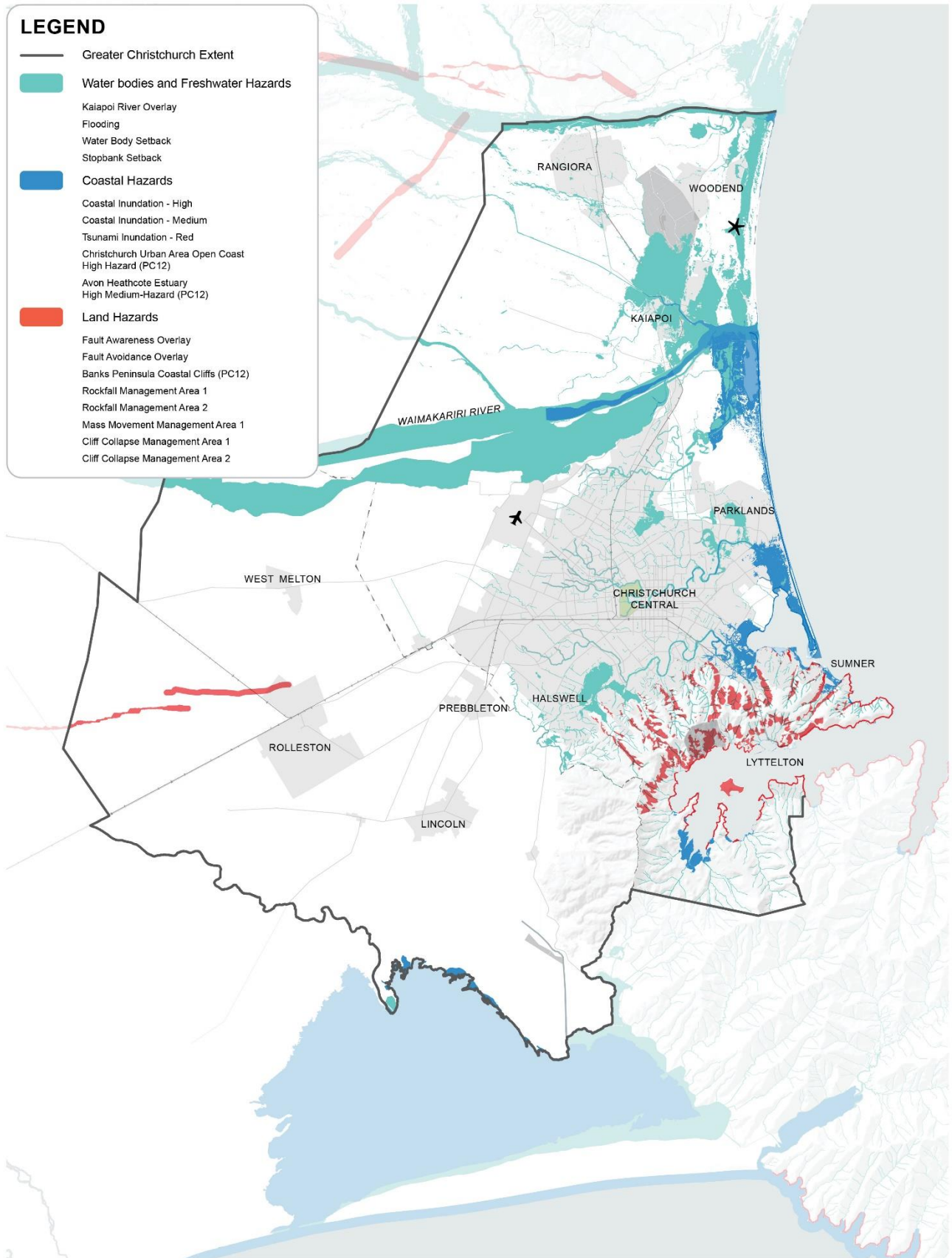


This map is based on the existing information and Geographic Information System (GIS) data from the four partner Councils. For some constraints, mapping data is unavailable, incomplete, or reliant on emerging policy with legal effect. Refer to the Technical Report for limitations and further information.

Map 7 – Areas subject to natural hazard risks

Amend Map 7 above as follows:

- a. PC12 references to be deleted and replaced with reference to Jacobs Report, and reference to be added for Waimakariri Flood technical report.
- b. Tsunami evacuation red layer to be replaced with 3m inundation wave from GNS 2019/2020 Report and the legend amended to remove reference to Tsunami Inundation – Red, and replaced with Tsunami Inundation – High.
- c. Amend the foot note to : *This map is based on the existing **technical** information and Geographic Information Systems (GIS) data from the four partner Councils. ~~For some constraints, mapping data is unavailable, incomplete or reliant on emerging policy with legal effect. See 'Areas to protect and avoid **Background** Report' for limitations and further information **which is** available on the Greater Christchurch Partnership website.~~*

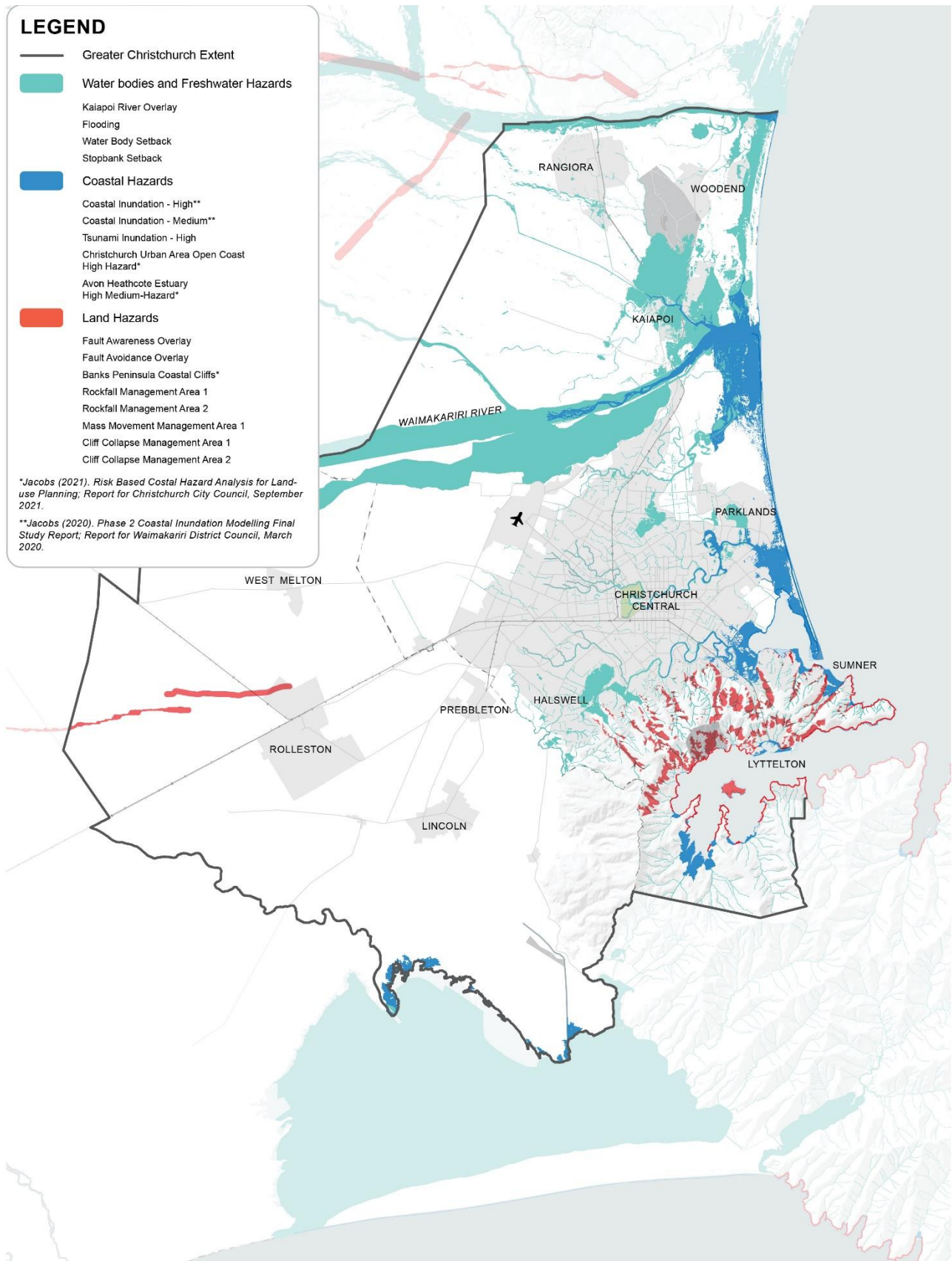


NTS



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Recommended Version



NTS

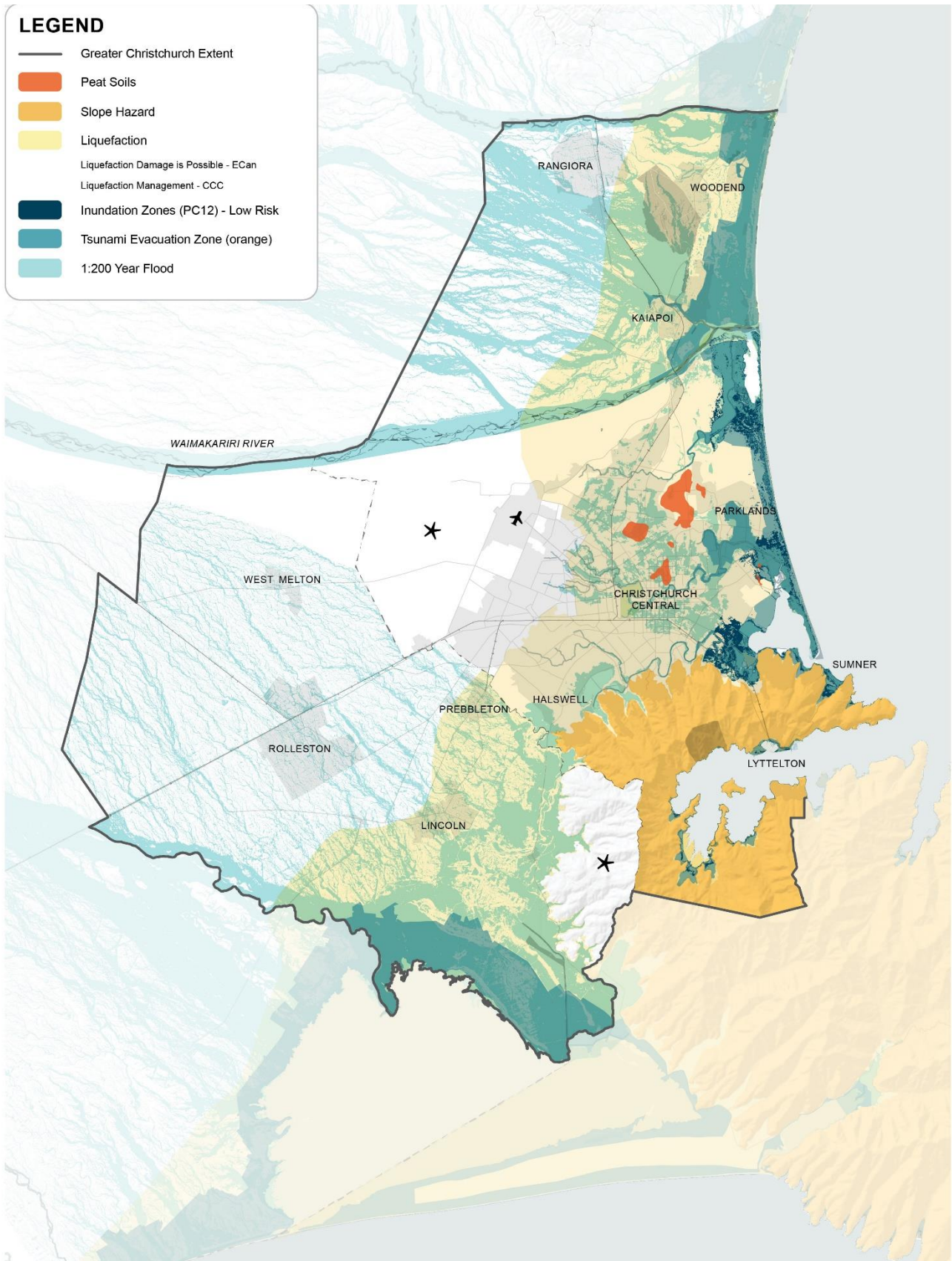


This map is based on the existing technical information and Geographic Information System (GIS) data from the four partner Councils. See 'Areas to protect and avoid Background Report' for limitations and further information which is available on the Greater Christchurch Partnership website.

Map 8 – Areas subject to negotiable moderate natural hazard risks

Amend Map 8 above as follows:

- a. PC12 references to be deleted and replaced with reference to Jacobs Report, and reference to be added for Waimakariri Flood technical report.
- d. Tsunami evacuation orange layer to be replaced with 5m wave inundation wave from GNS 2019/2020 Report; and the legend amended to remove reference to Tsunami Evacuation Zone (orange) and replaced with Tsunami Inundation – Moderate-Low.
- b. Amend the foot note to : *This map is based on the existing **technical** information and Geographic Information Systems (GIS) data from the four partner Councils. ~~For some constraints, mapping data is unavailable, incomplete or reliant on emerging policy with legal effect.~~ **See** 'Areas to protect and avoid **Background** Report' for limitations and further information **which is** available on the Greater Christchurch Partnership website.*

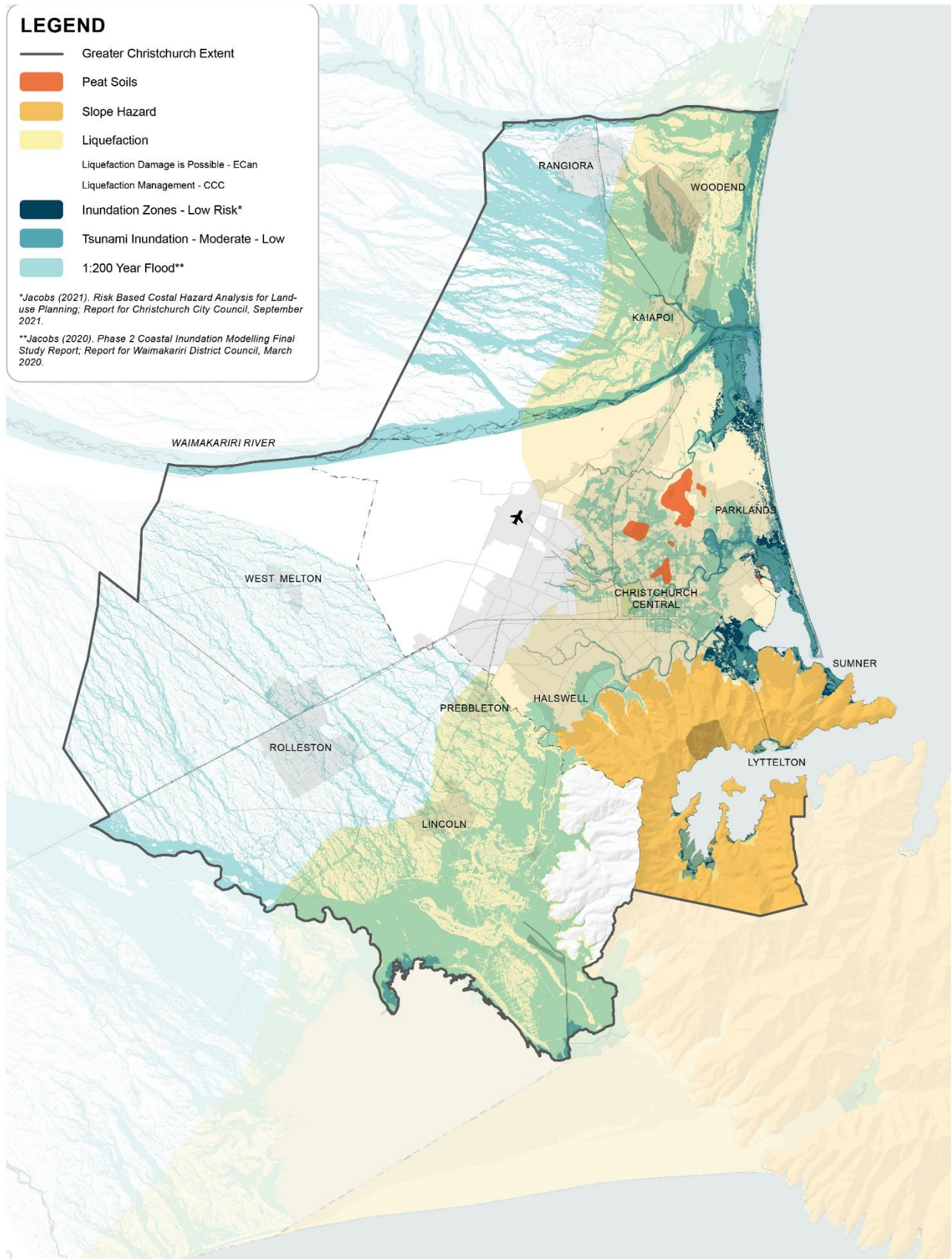


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Recommended Version



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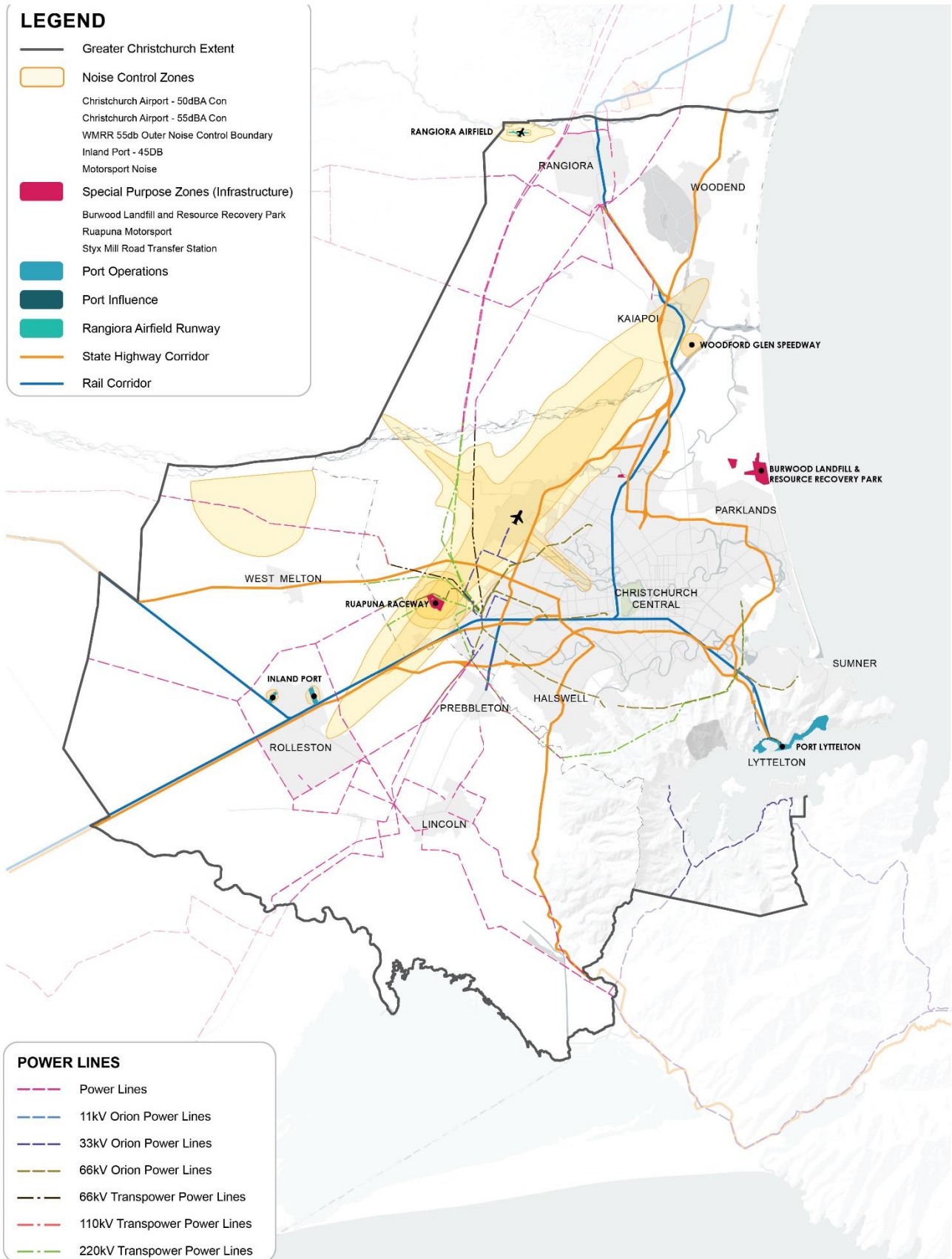
This map is based on the existing technical information and Geographic Information System (GIS) data from the four partner Councils. See 'Areas to protect and avoid Background Report' for limitations and further information which is available on the Greater Christchurch Partnership website.

Map 9 – Key sStrategic infrastructure

Amend the 'Protecting strategic infrastructure' blue box and Map 9 to sit after Map 5

Amend Map 9 as follows:

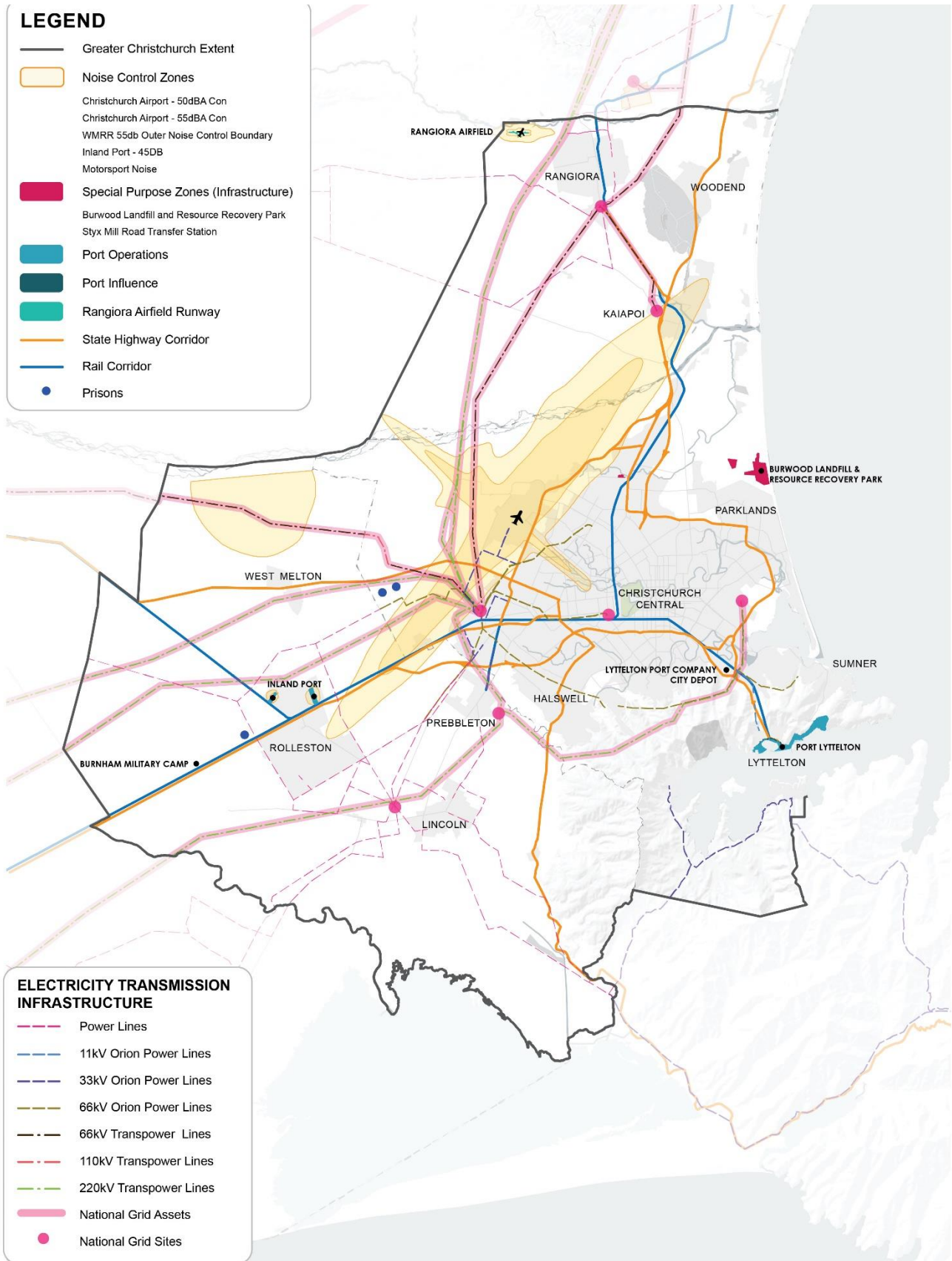
- a. correctly show the National Grid; and amendments to the legend annotation and symbols to differentiate between the National Grid assets and electricity distribution network assets
- b. Show locations of prisons
- c. Show the location of the LPC City Depot inland port
- d. Show location of military bases
- e. Remove Woodford Glen Speedway and Ruapuna Raceway



NTS

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Recommended Version



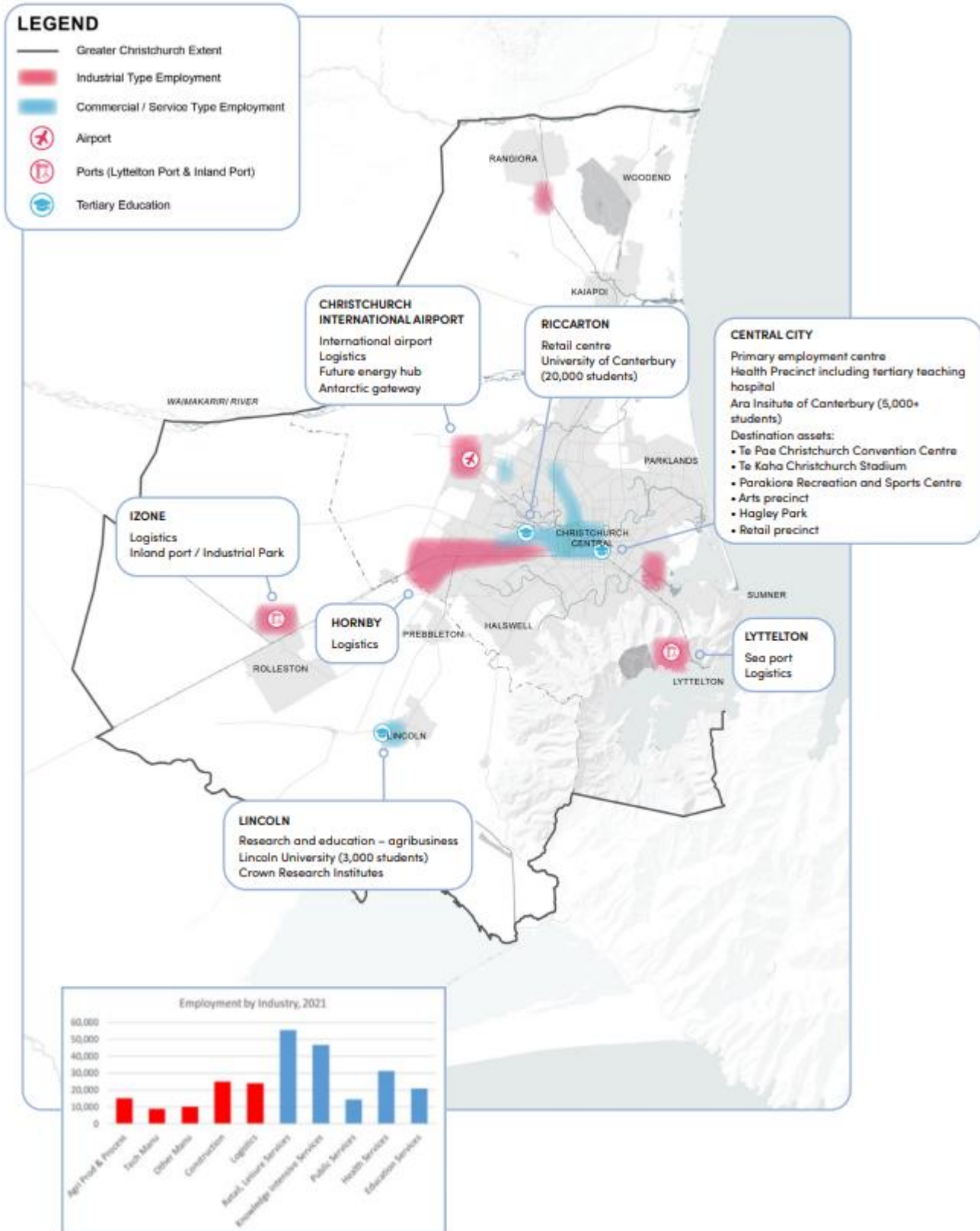
NTS

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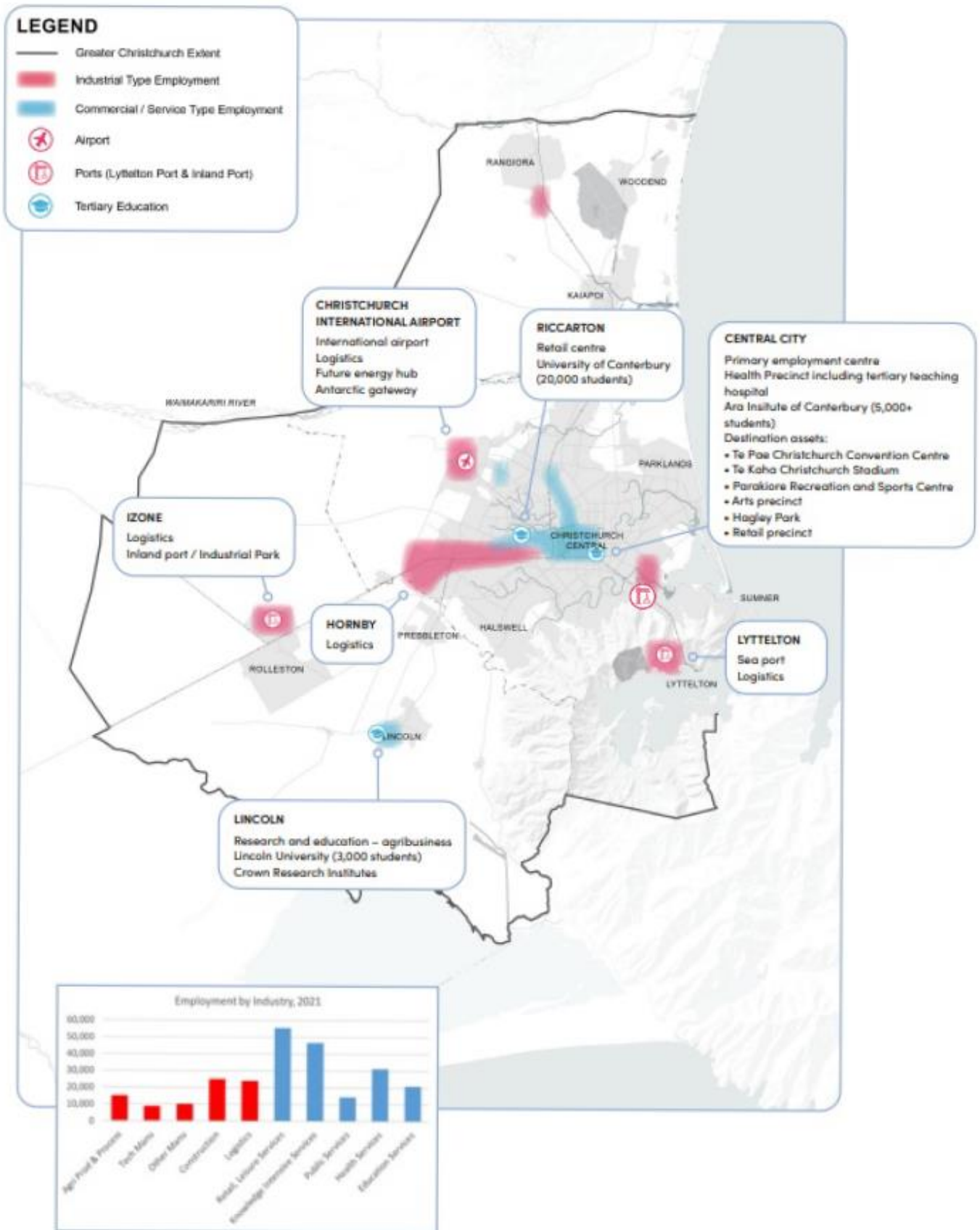
Map 13 – Key employment areas and economic assets

Amend Map 13 as follows:

- a. show the LPC City Depot inland port



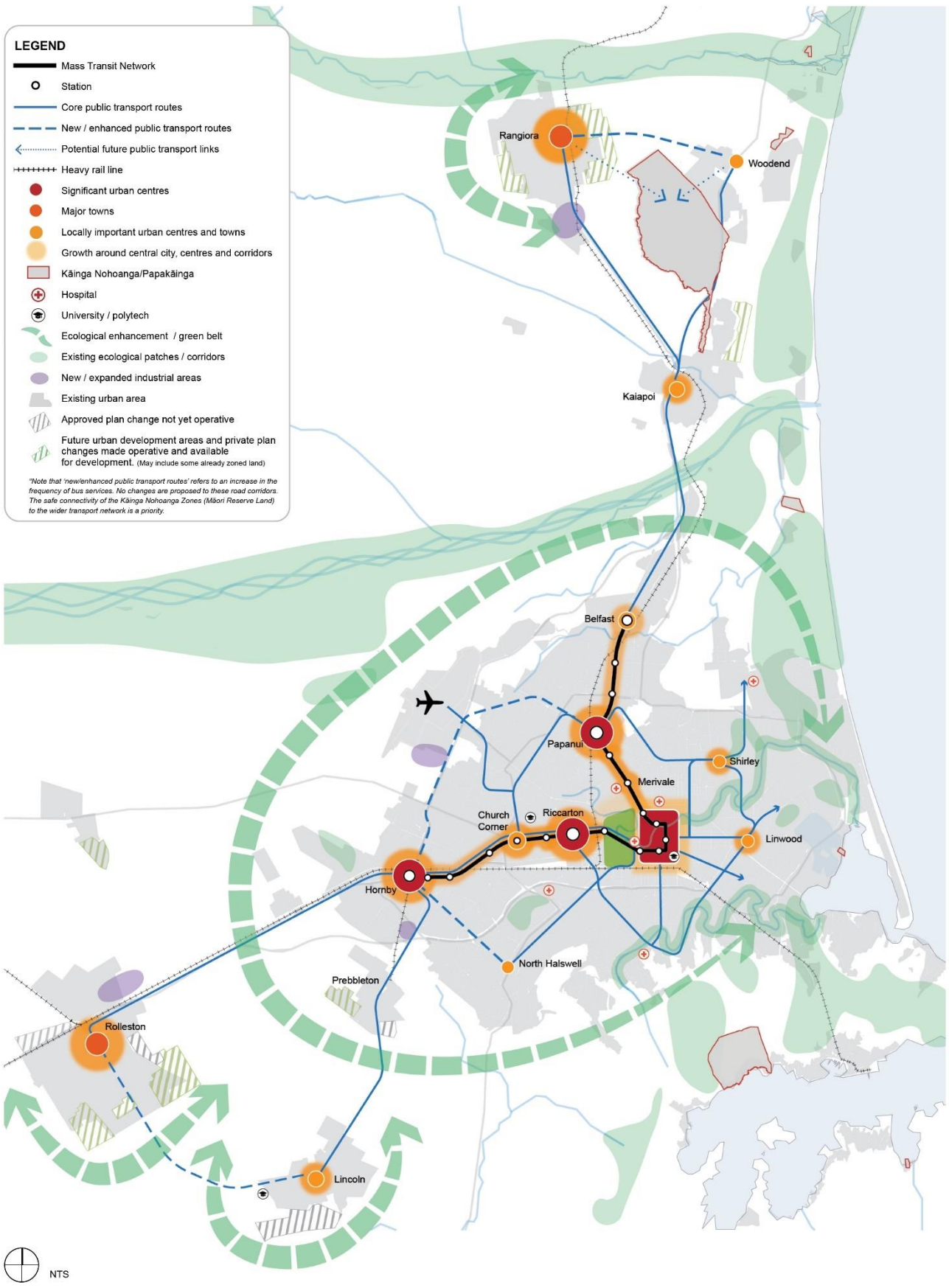
Recommended Version



Map 14 – Broad locations of housing and business development capacity (700,000 people)

Amend Map 14 above as follows:

- a. Add notation - Ecological enhancement / green belt - The dashed lines are an approximate representation of the location of ecological enhancement / green belt areas, to be further investigated.
- b. Amend to align with new / expanded business (industrial and commercial) areas that were rezoned by the partially operative Selwyn District Plan.
- c. Amend to include any existing LLRZ in Greater Christchurch as part of the existing urban area.
- d. Amend to correctly show the Ōpāwaho Heathcote River.
- e. Amend legend item 'Growth around central city, centres and corridors' to correspond to the symbology on the maps.
- f. Amend to reflect resultant changes and the status of private plan changes, district plan reviews, IPIs and referred projects under the COVID-19 Recovery (Fast-track Consenting) Act 2020.
- g. Identify Prebbleton as a 'Locally important urban centres and town'.



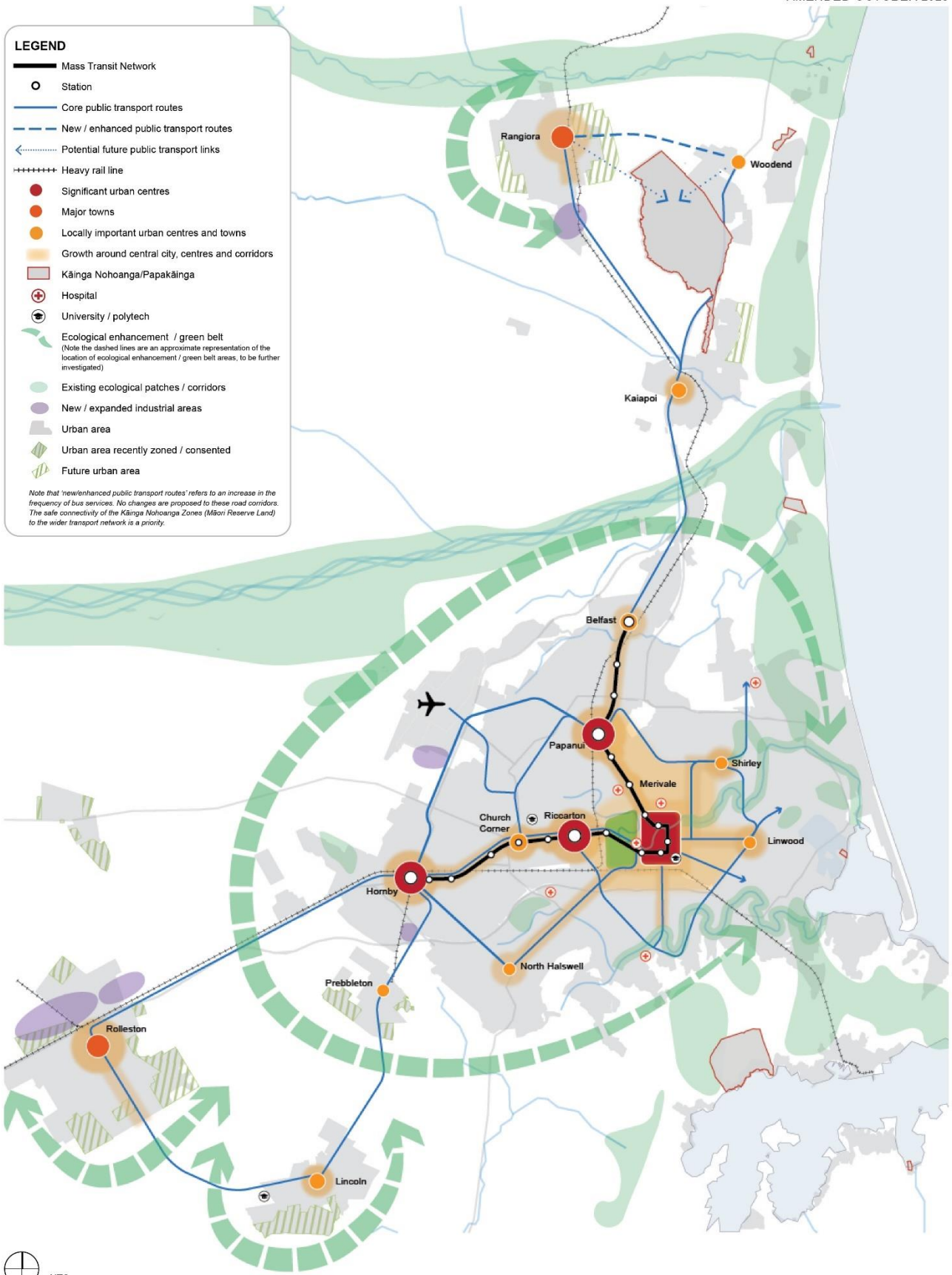
Recommended Version

AMENDED OCTOBER 2023

LEGEND

- Mass Transit Network
- Station
- Core public transport routes
- New / enhanced public transport routes
- Potential future public transport links
- Heavy rail line
- Significant urban centres
- Major towns
- Locally important urban centres and towns
- Growth around central city, centres and corridors
- Kāinga Nohoanga/Papakāinga
- Hospital
- University / polytech
- Ecological enhancement / green belt
(Note the dashed lines are an approximate representation of the location of ecological enhancement / green belt areas, to be further investigated)
- Existing ecological patches / corridors
- New / expanded industrial areas
- Urban area
- Urban area recently zoned / consented
- Future urban area

Note that 'new/enhanced public transport routes' refers to an increase in the frequency of bus services. No changes are proposed to these road corridors. The safe connectivity of the Kāinga Nohoanga Zones (Māori Reserve Land) to the wider transport network is a priority.



Map 15 – Transport network

Amend Map 15 above as follows:

- a. Include key freight routes as shown below



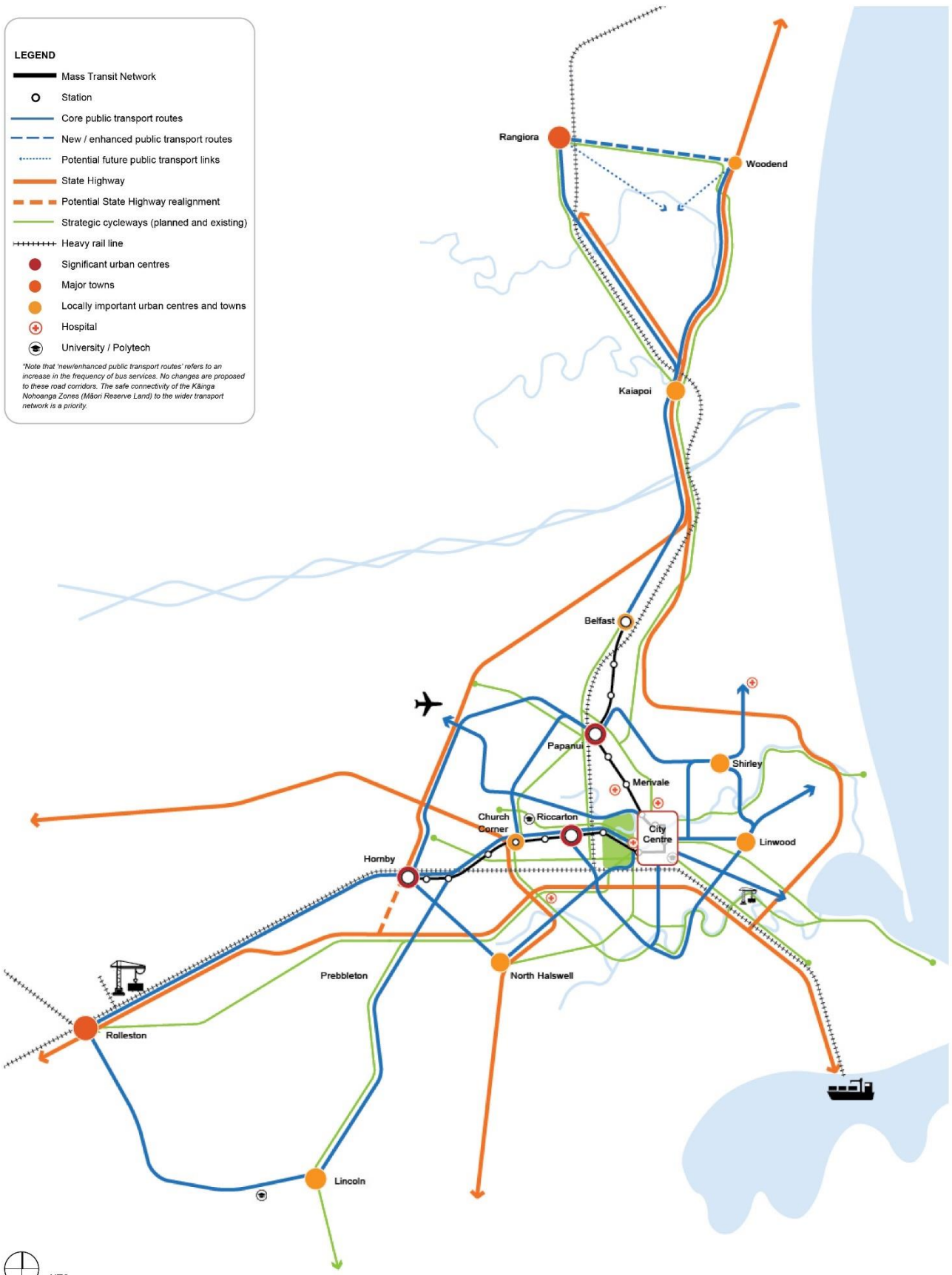
- b. Add Port notations to map legend
c. Include three cycleways in Selwyn District
- Lincoln to Rolleston cycle way
 - Rolleston to West Melton cycleway
 - Springston and Lincoln cycle path

Original Version

LEGEND

- Mass Transit Network
- Station
- Core public transport routes
- New / enhanced public transport routes
- Potential future public transport links
- State Highway
- Potential State Highway realignment
- Strategic cycleways (planned and existing)
- Heavy rail line
- Significant urban centres
- Major towns
- Locally important urban centres and towns
- Hospital
- University / Polytech

*Note that 'new/enhanced public transport routes' refers to an increase in the frequency of bus services. No changes are proposed to these road corridors. The safe connectivity of the Kāinga Nohoanga Zones (Māori Reserve Land) to the wider transport network is a priority.



Recommended Version

LEGEND

- Mass Transit Network
- Station
- Core public transport routes
- New / enhanced public transport routes
- Potential future public transport links
- State Highway
- Potential State Highway realignment
- Strategic cycleways (planned and existing)
- Heavy rail line
- Significant urban centres
- Major towns
- Locally important urban centres and towns
- Hospital
- University / Polytech
- Lyttelton Port
- Inland Port Locations

ITEMS ADDED OCTOBER 2023

- Strategic cycleways (planned and existing)
- Road freight network

*Note that 'new/enhanced public transport routes' refers to an increase in the frequency of bus services. No changes are proposed to these road corridors. The safe connectivity of the Kāinga Nohoanga Zones (Māori Reserve Land) to the wider transport network is a priority.

