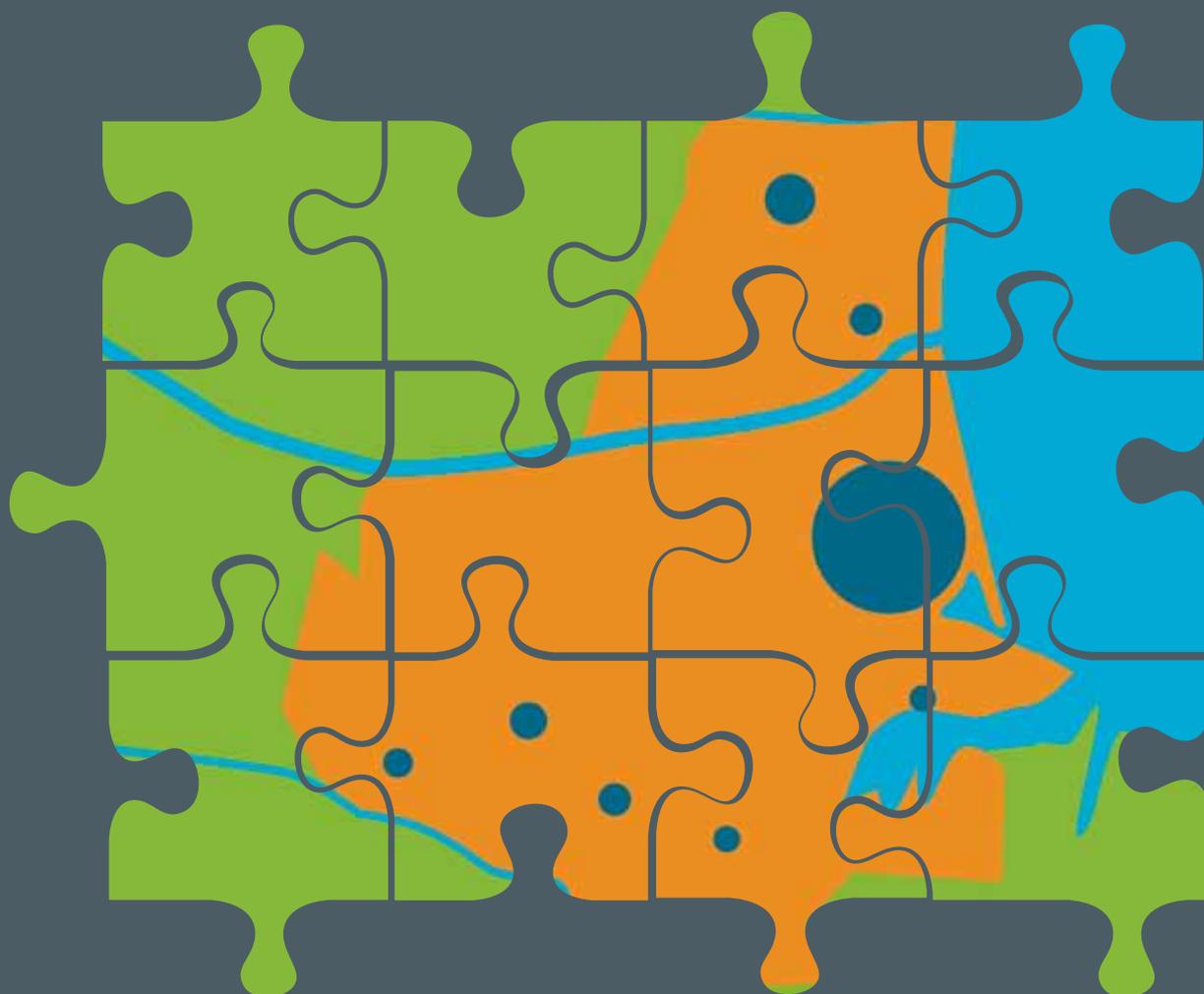


# Developing choices for greater Christchurch

Preliminary draft

## Land Use Recovery Plan Summary



# Summary

## He Whakarāpopotoa

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Environment Canterbury has prepared this preliminary draft Land Use Recovery Plan in a collaborative process with the Canterbury Earthquake Recovery Authority (CERA), Te Rūnanga o Ngāi Tahu, New Zealand Transport Agency (NZTA), Christchurch City Council, Waimakariri District Council and Selwyn District Council.

### A plan to lead recovery

International experience shows that successful recovery from a natural disaster depends heavily on substantial redevelopment starting with three years.

While much has been achieved, there is still a need for urgency to plan for and enable recovery, particularly outside the central city. The preliminary draft land use recovery plan responds to that need, particularly as the pace of the rebuild and recovery accelerates.

The planning framework should be a tool to facilitate and enable an efficient and effective recovery, recognising that recovery includes both restoration and enhancement. Regional and district plans should be proactive and directive to provide a clear path for recovery.

Councils' processes also need to be responsive to earthquake recovery, enabling the market to operate in an efficient and effective way.

Plans and policies should anticipate needs and respond to the needs of earthquake recovery and co-ordinate council and government responsibilities. This is particularly important for the integration of decision making about land use, transport and infrastructure, with billions of dollars being spent on recovery.

The strategic partners have considered what needs to change within the existing planning framework. They have suggested a number of regulatory amendments and a wide range of other initiatives necessary to enable and progress the recovery of greater Christchurch. The proposed responses are set out in the implementation plan table on page 6.

The current regulatory environment is inadequate to achieve efficient and effective earthquake recovery because it fails adequately to address changes that have occurred as a consequence of the earthquakes, including:

- Inability to continue residential uses in some locations
- Relocation of households, both temporary and permanent
- Relocation of businesses
- Damage to infrastructure and the need for a co-ordinated plan for delivery of infrastructure
- Impacts on the transport network
- Other significant effects of the earthquakes.

In addition, the Land Use Recovery Plan supports necessary responses to:

- Population change
- Addressing constraints and hazards
- Co-ordinating with other recovery planning processes and documents.

To respond to the inadequacies of the current planning framework, and to achieve the purposes of the Land Use Recovery Plan, these matters must be addressed or considered:

- The existing Resource Management Act Policy and Planning Framework and any changes necessary to the Canterbury Regional Policy Statement or District Plans, to facilitate recovery
- The Christchurch Central Recovery Plan and the vision set out for redevelopment of the central city as well as key projects
- Other relevant plans or recovery programmes.

The strategic partners consider it essential that these matters are addressed by the Land Use Recovery Plan to achieve effective recovery.

### Out of scope

This plan is concerned with land use. While there are myriad issues that affect the supply of residential and business land, the Minister's Direction to prepare this plan is clear about what needs to be addressed. Those issues are part of other CERA recovery programmes and plans. Matters that are considered, but not specifically addressed in this plan include:

- Insurance
- Geotechnical issues (TC3 land and other specific engineering details)
- Non land use resources (water, air, soil, minerals, energy)
- Future use of red zoned land
- Long-term growth
- The location of health, education, community and recreation facilities.

### Priorities for land use recovery

The draft Land Use Recovery Plan identifies 10 priorities considered essential for recovery. The priorities are listed in three groups: the first four priorities (1-4) relate to the land use framework for recovery, the next three (5-7) relate to housing and the last three (8-10) relate to business land.

## Land Use Framework

1. Provide a clear, coordinated land-use plan for the recovery of greater Christchurch
2. Support, facilitate and enable recovery and rebuilding activities
3. Establish land use development priorities that ensure an efficient use of resources for the planning and delivery of core infrastructure and services
4. Encourage urban development that protects and enhances the natural environment, recognises natural hazards and avoids environmental constraints.

## Housing

5. Increase housing supply to meet demand
6. Increase housing choice to support the recovery
7. Restore and enhance the quality and sustainability of housing areas.

## Business

8. Identify and provide sufficient industrial, office and retail land
9. Ensure business land makes best use of resources and infrastructure and delivers attractive business premises and urban environments
10. Maintain and enhance access for key freight movements.

Each of these priorities has one or more responses proposed to address the challenges. These responses are a combination of statutory directions, policies and actions. Several tools will facilitate and enable the recovery, and many will need to be used together. These include regulation, intervention/collaboration, incentives and advisory services, and catalyst projects.

## Implementation

Where responsibility for implementing a response can be clearly identified with one organisation, it is assigned accordingly. Environment Canterbury, for example, has responsibility for the Canterbury Regional Policy Statement, so will make changes to it. Where the response calls for new policy, projects or programmes, the appropriate organisation(s) have been assigned the task. Indicative implementation timelines are included in the draft Land Use Recovery Plan.

The recovery also relies on a co-ordinated effort across government, strategic partners, the community and the private sector.

## Timeframe

The plan takes a short-term to medium-term focus, identifying land that is required over the next 10-15 years, for residential and business needs. It recognises the complexity of recovery, and that a plan for a longer period would be inherently uncertain.

The 10-15 year horizon is also the usual lifespan of a Regional Policy Statement or District Plan before it needs to be reviewed. The recovery of the built environment will leave the greatest legacy. This issue has been considered in preparing the draft plan, but long-term provisions for growth are not specifically planned for.

## Consultation has started. You can participate by:

- Attending a community workshop:

### Community workshop dates for April 2013

Date	Time	Venue
<b>Monday</b> 8 April	6-9pm	Baylis Lounge, Lincoln Event Centre, Meijer Drive, <b>Lincoln</b>
<b>Tuesday</b> 9 April	6-9pm	Rosburn Receptions, Northbrook Museum, Sparks Lane, <b>Rangiora</b>
<b>Wednesday</b> 10 April	9am-12pm & 6-9pm	The Atrium (Hagley Netball Centre) 455 Hagley Avenue, <b>Christchurch</b>
<b>Thursday</b> 11 April	9am-12pm & 6-9pm	The Atrium (Hagley Netball Centre) 455 Hagley Avenue, <b>Christchurch</b>
<b>Friday</b> 12 April	9am-12pm	Linfield Cultural Recreational Sports Club, 56 Kearneys Road, Bromley, <b>Christchurch</b>

## A request for comments

Visit [www.developingchoices.org.nz](http://www.developingchoices.org.nz), read the draft plan and complete the online feedback form, or pick up a plan summary from council service centres and libraries in Christchurch, Selwyn and Waimakariri Districts, and complete the online or paper comments form.

Comments close at 12pm on **Monday 22 April 2013**.

## What happens next?

Following public consultation, all comments received will be used to refine the draft Land Use Recovery Plan before it is presented to the Minister for Canterbury Earthquake Recovery on 7 June 2013. A consultation report will be provided to the Minister outlining responses received and how they were taken into account in finalising the draft Land Use Recovery Plan.

The Minister will release the draft Land Use Recovery Plan for comment under the Canterbury Earthquake Recovery Act. He will release the final plan later in 2013.

# The draft Land Use Recovery Plan and related plans

## Te Mahere Whakahaumanu Tāone me kā honoka

The Recovery Strategy for Greater Christchurch Mahere Haumanutanga o Waitaha, prepared in 2012 by CERA, is the primary reference document that guides and coordinates programmes of work, including Recovery Plans, under the CER Act.

Consequently, developing the Draft Land Use Recovery Plan has required consideration of the Recovery Strategy, along with the Economic Recovery Programme, the Natural Environment Recovery Programme and the Christchurch Central Recovery Plan to ensure consistency between these recovery documents.

The Urban Development Strategy (UDS) is a long-term growth strategy for greater Christchurch published in 2007. The UDS did not anticipate the magnitude of the impact of the earthquakes and could not envisage or provide a path for recovery.

Therefore the draft Land Use Recovery Plan has a short-term to medium-term focus on resolving the immediate recovery issues of land availability for housing and business, and related infrastructure requirements such as transport and community centres.

## A plan to lead Recovery

### He mahere hai ārahi i te whakahaumanu

#### Principal Land Use Responses

An overarching land-use framework for greater Christchurch is needed to ensure the efficient and effective use of financial and human resources, and to enable timely recovery decisions to be made with confidence. This will make the most of opportunities for the redevelopment of damaged urban areas and infrastructure, and the development of new areas.

Plans, policies, processes and the right incentives need to be in place to respond to issues arising from the earthquakes. These include residential Red Zone decisions and the loss of accommodation, business relocations, emerging building trends, changing demographics, changes in flood levels, sea-level rise and liquefaction risk, and other issues that are influencing the speed of recovery.

The recovery of greater Christchurch will involve large investments in core infrastructure by central government, local government, and other infrastructure providers and developers. It is essential that decision making on the location and timing of land-use development is based on a thorough understanding of the practical implications of infrastructure supply. This is especially relevant to the provision of transport infrastructure and services, which are constrained in delivery by the availability of funding and where lower levels of service may be a reality during the recovery period.

Natural hazards need to be taken into account so that new investment is resilient and not put at risk from future natural events. Greater Christchurch's natural environment needs to be protected during the rebuild and into the future. Christchurch is one of the few cities in the world where people can enjoy safe, clean drinking water untreated from the ground, and this must be protected for future generations.

#### Housing

Of the approximately 190,000 dwellings in greater Christchurch, around 91% were damaged as a result of the earthquakes. Thousands of houses and sections are either

permanently or temporarily uninhabitable, creating a large demand for other existing houses, for rental accommodation, including social housing, and for new sections. The growing rebuild workforce is further increasing demand for housing.

Greenfield sections can be available by 2028. The majority of these, some 30,600 sections, are, or can be, zoned and serviced (particularly with respect to wastewater infrastructure) by 2016. Transport infrastructure to support full development will not be completed until 2021. This means lower transport levels of services in the interim. A further 9,800 potential sections could be available by 2021 and a further 2,200 by 2028. This indicates an abundance of Greenfield supply compared with the expected household growth during this period of 36,150, particularly as some of that household growth is likely to be provided for through infill and higher density housing development within the existing urban area (Figure 1).

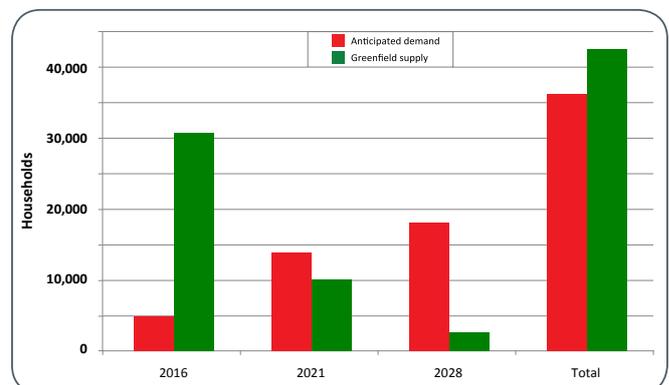


Figure 1: Anticipated housing demand and projected Greenfield supply

Medium-density housing in existing urban areas, particularly around Key Activity Areas, is an economically efficient form of urban development. It utilises existing infrastructure, public transport and facilities and services, and also supports the recovery of suburban centres and central Christchurch. Less pressure on the supply of Greenfield development also frees up other resources and can lead to a more sustainable form of urban development.

## Business

Greater Christchurch plays a major role as a business and employment hub for the South Island and in particular supports a range of economic activities in the wider Canterbury region. The earthquakes damaged business premises, causing interruptions, relocations (temporary, permanent and ongoing) and failures, and impacted on the movement of goods and people for employment purposes.

To ensure that recovery has sufficient and suitable industrial land, Greenfield priority areas for business have been identified. Pre-earthquake commercial vacancy rates and post-earthquake legislative changes to enable commercial activities in residential premises have enabled most

businesses to find alternative temporary or permanent accommodation. It is now important to ensure the ongoing availability of commercial floor space outside central Christchurch that complements and coincides with the rejuvenation of the new compact central city.

Christchurch International Airport and Lyttelton Port of Christchurch are strategic infrastructure of national significance, enabling movement of international and domestic freight and people to and from the South Island.

It is essential that the transport and handling of freight to, from and within these ports is reliable, effective and efficient so that unnecessary transport costs and delays are avoided.

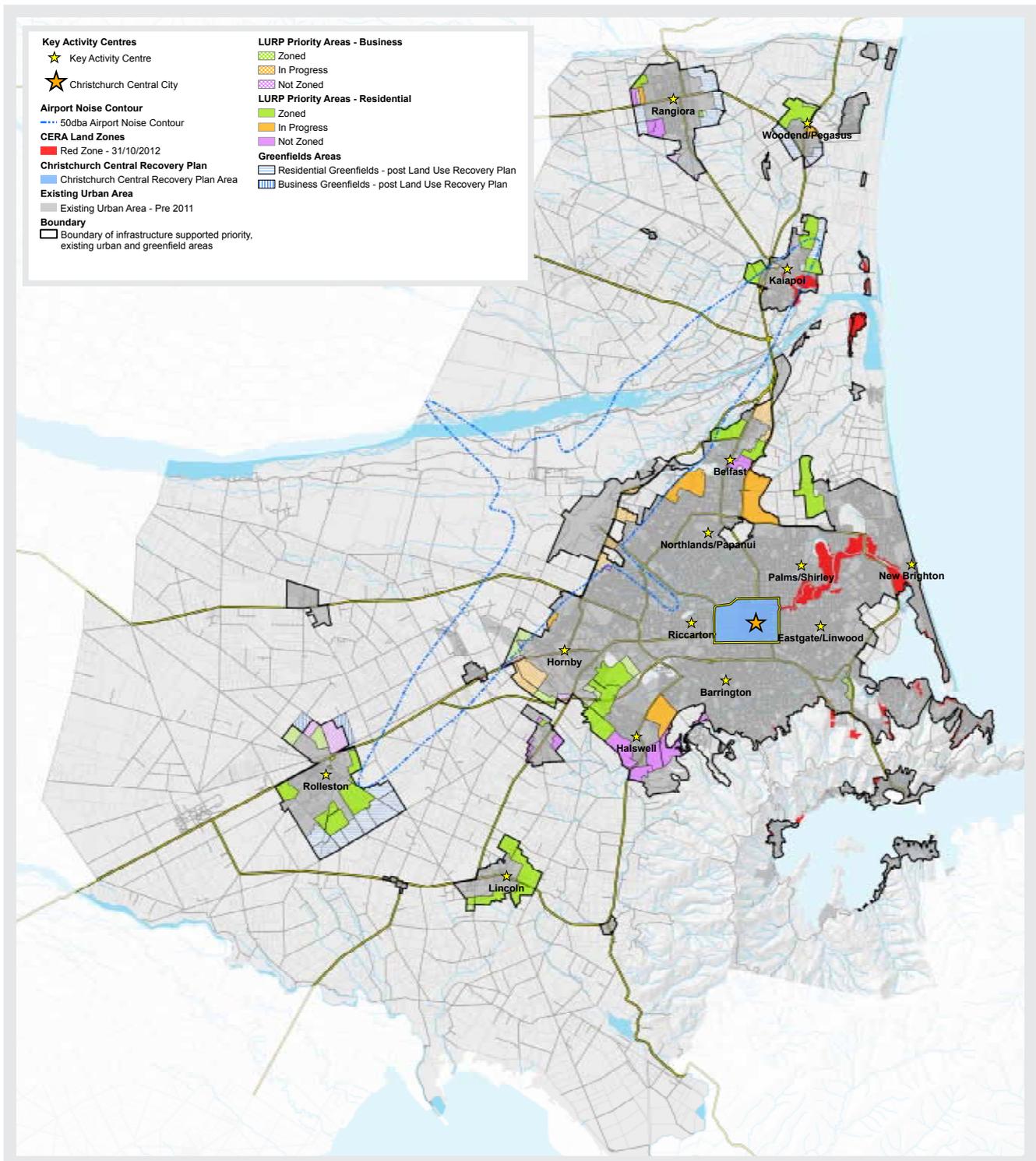


Figure 2: Map of Greenfield priority areas.

## Implementation Plan

The following table provides the implementation plan for all the recommended responses

### Key

#### Costs

\$	- up to \$100,000
\$\$	- up to \$1 million
\$\$\$	- over \$1 million

## Principal Land Use Responses

No.	Response	Agency Lead	Implementation Tool	Cost	Timing (completion year end 30 <sup>th</sup> June)
<b>P1 Provide for a clear, co-ordinated land-use plan for the recovery of greater Christchurch.</b>					
R1	<p>Statutory Direction: Insert a new chapter into the Canterbury Regional Policy Statement (as set out in Appendix 2) that provides statutory provisions for enabling rebuilding and redevelopment, including priority areas. This will achieve an efficient, sustainable, functional and desirable greater Christchurch. The chapter will identify provisions including (but not limited to):</p> <ul style="list-style-type: none"> <li>▪ The location, type and mix of residential and business activities, within the geographic extent of greater Christchurch, including priority areas for development through to 2028.</li> <li>▪ The network of Key Activity Centres needs to provide a focus for commercial activity, medium-density housing, community facilities, public greenspace and public and active transport networks.</li> <li>▪ The methods to ensure integration of land use with natural, cultural, social and economic outcomes, transport and other infrastructure including stormwater management planning.</li> <li>▪ Areas where rebuilding and development may not occur within the period of the Recovery Plan, including recognising specific constraints including natural hazards and environmental constraints such as the protection of people's health and well-being relating to development under the airport noise contour, with an exception for Kaiapoi reflecting the special circumstances following the earthquakes.</li> <li>▪ Minimum residential densities relating to different housing locations, Greenfield and Brownfield.</li> <li>▪ Require urban design matters to be addressed at a range of scales for business, housing and mixed-use development.</li> <li>▪ Development of housing options on Māori Reservation 873.</li> </ul>	ECan	Regulation - CRPS	\$	On approval of this Plan
<b>P2 Support, facilitate and enable recovery and rebuilding activities.</b>					
R2	CERA to undertake facilitation and intervention to overcome market barriers to development including collective solutions for comprehensive redevelopment, particularly where the market is not responsive.	TAs, CERA, MBIE	Intervention – CER Act	\$\$\$	Now
R3	Territorial authorities to co-ordinate and integrate existing advice and information services for rebuild activities. This will simplify access to information and resources to assist decision making and consenting. This will include land status, geotechnical information, pre-application advice and links to neighbouring land owners and developers.	ECan, TAs, CERA, MBIE	Advisory	\$	Now

R4	<p>Recommend an independent review is undertaken of provisions in the Regional and District Plans and related planning and consenting processes, relevant to earthquake recovery. The review will identify opportunities to streamline processes for recovery purposes, including rebuilding damaged or destroyed buildings and suburban centres, including new residential and business development.</p> <p>Opportunities identified may include:</p> <ul style="list-style-type: none"> <li>■ reduced consenting and notification requirements, where possible;</li> <li>■ delegated authority to approve particular scales and types of rebuild activity to reduce timeframes;</li> <li>■ streamline non-RMA internal council processes that will also contribute to reduced approval timeframes and/or costs; and</li> <li>■ introducing tolerances to recession plane provisions for housing being raised or rebuilt for recovery in flood management areas.</li> </ul>	ECan, TAs, CERA, MfE	Regional and District Plans	N/A	Within three months of approval of this plan for ECan and CCC and within 6 months for SDC and WDC
R5	Statutory Direction: Provide proposed Regional and District Plan changes, as a result of the independent review in R4, to the CER Minister.	ECan, TAs	Regional and District Plans	N/A	Within three months of completion of independent reviews in R4

**P3 Establish land use development priorities that ensure an efficient use of resources for the planning and delivery of core infrastructure and services.**

R6	Statutory Direction: Provide to the CER Minister amendments as required to the Canterbury Regional Land Transport Programme, Annual Plans, Three Year Plans and Long Term Plans to ensure that infrastructure funding programmes are aligned to priority areas.	ECan, TAs, NZTA, CERA	RLTP Annual Plans TYPs LTPs	N/A	Within six months of approval of this plan
R7	Co-ordinate and integrate the infrastructure repair programme with infrastructure programmes required for new development, through a regular review and alignment process (reporting to the governance structures) and to ensure efficiencies and future opportunities are not missed or constrained.	TAs, CERA, NZTA	Annual Plans LTPs/TYPs Infrastructure Rebuild Programme	N/A	Now
R8	Ensure the use of existing assets and infrastructure are optimised to help manage post-earthquake demands. This will include the implementation of interim network management plans for the transport system that accommodate repair works and optimise road operations by road type, travel mode and time of day.	TAs, NZTA, CERA, ECan	Network Operating Framework	\$	Ongoing
R9	Statutory Direction: Review District Plan transport provisions following the recent adoption of the Greater Christchurch Transport Statement and Christchurch Transport Strategic Plan and provide to the CER Minister changes as required and appropriate to reinforce land use and transport integration.	TAs, CERA	District Plan	N/A	Within six months of approval of this plan
R10	Implement the transition, through an agreed implementation programme, to a new public transport 'hubs and spokes' network model.	ECan, CCC, NZTA	Annual Plans, TYPs, LTPs	\$\$\$	Now
R11	Ensure that the rebuilt transport network in and between centres delivers opportunities for a range of transport modes (including walking, cycling, public transport and rail) in and between town centres and residential areas.	ECan, TAs, NZTA	CTSP, RLTP, Annual Plans, TYPs, LTPs	\$\$\$	Now

R12	Complete transport analyses for south-western, northern and western development access and growth areas to enable commitments to be made to core infrastructure and service needs that in turn will guide decisions on the sequencing of priority areas for recovery.	ECan, TAs, NZTA	RLTP Annual Plans	\$	Now
R13	Investigate and then protect as required future public transport options(including rail) for greater Christchurch so that recovery in the short to medium term is enabled without reducing future options. This will integrate with consideration of land use strategies seeking to intensify residential and commercial development within existing urban areas and how these might consolidate public transport demand.	ECan, TAs, NZTA	RLTP Annual Plans	\$\$	2014

**P4 Encourage urban development that protects and enhances the natural environment, recognises natural hazards and avoids environmental constraints.**

R14	Statutory Direction: Amendment as set out in R1 (page 6), to amend the Canterbury Regional Policy Statement and District Plans where necessary to identify areas where rebuilding and development is supported and also where it may not occur before 2028, including plan changes as listed in section7.	ECan, TAs	Regulation – CRPS District Plans	N/A	On approval of this Plan
R15	Require all Greenfield land vested in councils to be brought up to a standard as outlined in respective council infrastructure design guidance, in order to minimise the potential for damage from natural events.	TAs	District Plans Asset Management Plans, Design Standards	N/A	Now
R16	Promote as good practice, as part of the plan change and consenting process, the provision of geotechnical data and groundwater data, assessments and building information to the Canterbury Geotechnical database (currently administered by CERA) to provide consistent and accessible information for rebuilding and research now and in the future.	ECan, TAs, CERA	Advisory, District Plans	N/A	On approval of this Plan

## Housing

No.	Response	Agency Lead	Implementation Tool	Cost	Timing (completion year end 30 <sup>th</sup> June)
<b>P5 Increase housing supply to meet demand.</b>					
R17	Statutory Direction: Amendment as set out in R1 (page 6) and District Plans amendments as set out in Appendices 3-5.	TAs	District Plans	N/A	On approval of this Plan
R18	Statutory Direction: Provide proposed Greenfield land-zoning provisions to the CER Minister in a manner that is aligned with the provision of core public and private infrastructure and services as set out in annual plans, three-year plans, long term plans and the Canterbury Regional Land Transport Programme.  Selwyn District ODP and rezoning provisions for Helpet Park (ODP Area 7), East Maddisons / Goulds Road (ODP Area 10) and Branthwaite Drive (ODP Area 11) to be provided to the CER Minister in 2013.	TAs, CERA	District Plans	N/A	2013-16 (aligned with infrastructure provision)
R19	Territorial authorities review existing residential density and development provisions to identify possible impediments to uptake of current intensification opportunities. Recommend process to the CER Minister to amend provisions to facilitate broader uptake of intensified development.	TAs	District Plans	N/A	Within six months of approval of this Plan

R20	Establish a process to work collaboratively with housing developers to identify ways to ensure the timing of supply of sections matches demand (to address land banking), while ensuring associated public and private core infrastructure is provided as it is needed.	CERA, TAs, MfE, NZTA	Collaboration	N/A	Now
R21	Identify suitable government and council-owned land and initiate exemplar projects for redevelopment, especially medium density and/or Brownfield developments, and as a means to incentivise and promote such opportunities to developers and the housing market including through opportunities enabled by associated density provision amendments. This may focus on the 6,000 properties owned and leased by Housing New Zealand, and joint ventures as part of a package to deliver quality social and affordable housing.	ECan, TAs, CERA, HNZA, MBIE	Catalyst Projects	\$\$\$	2013-15
<b>P6 Increase housing choice to support the recovery.</b>					
R22	District Councils and CERA to identify and implement methods, in collaboration with developers, that incentivise development of undeveloped land in suitable existing urban areas (such as underwriting development), Infill areas and Greenfield areas (such as plan rules which nullify restrictive covenants), and also consider amending rating policies. This will include assessing the potential for affordable and social housing and the provision of permanent units that can be used for temporary accommodation in the short term.	TAs, CERA	Incentives	\$	2014
R23	Statutory Direction: District Councils to review (including costs and opportunities) and provide to the CER Minister any changes to development contributions policies and provisions to incentivise the delivery of a range of housing types in existing urban areas, particularly as part of comprehensive redevelopment of Brownfield land.	TAs, CERA	Annual Plans, TYPs, LTPs	\$	Within three months of approval of this Plan
R24	Complete a housing market assessment (in collaboration with MBIE) to better understand present and future housing market supply and demand, to identify the appropriate mix and diversity of housing provision which will assist the prioritisation of existing zoned land and the consideration of whether to increase the density of suitable land.	ECan, TAs, MBIE, CERA, HNZA	District Plan	\$	Within three months of approval of this Plan
R25	District Councils to identify and implement programmes through annual plans, long term plans and three-year plans for public facilities, services and amenity improvements required to enhance redevelopment opportunities around targeted Key Activity Centres.	TAs	Annual Plans, TYPs	\$	2014
R26	Work in partnership with local and central government, not-for-profit organisations and the private sector to undertake developments (possibly as public/private partnerships and joint venture projects) that demonstrate economically viable and well-designed medium density housing in appropriate suburban locations.	MBIE, CERA, TAs, HNZA	Catalyst Projects	\$\$\$	2014
R27	Statutory Direction: Provide proposed District Plan provisions to the CER Minister that enable comprehensive residential or mixed use developments in existing urban areas, including Brownfield sites on the basis of their size and or location. Introduce a 'Floating' Zone for comprehensive redevelopments.	TAs, CERA	District Plans	\$	Within six months of approval of this Plan
R28	Promote cost effective and innovative design, construction and development solutions to enable and support rebuilding.	CSHWP	Advisory, District Plans	N/A	Now

R29	Statutory Direction: Review and, where necessary, amend District Plan policies and rules to provide for housing options on historic Māori Reservations, particularly Māori Reservation 873 (Tuahiwi) as set out in Appendix 4.	WDC	WDC District Plan	N/A	On approval of this Plan
R30	Statutory Direction: Review and, where necessary provide to the CER Minister, amended District Plan policies and rules to provide for housing options on historic Māori Reservations, particularly Māori Reservation 875 (Rāpaki).	CCC, CERA	District Plan	\$	2014
<b>P7 Restore and enhance the quality and sustainability of housing areas.</b>					
R31	Review existing guidance on urban design to ensure it provides clear, comprehensive guidance, and then ensure all development and redevelopment of housing considers such urban design that is made available by the local authority.	TAs	Advisory, District Plans	\$	2014

## Business

No.	Response	Agency Lead	Implementation Tool	Cost	Timing (completion year end 30 <sup>th</sup> June)
<b>P8 Identify and provide sufficient industrial, office and retail land.</b>					
R32	Statutory Direction: Amendment as set out in R1 (Page 26) and District Plan amendments as set out in Appendix 4 for land at Southbrook.	WDC	District Plan	\$	Now
R33	Statutory Direction: Develop and provide to the CER Minister Outline Development Plans for District Plans to establish the broad land-use pattern within selected Priority Areas for business, including consideration of wider connectivity to surrounding areas and networks, so that individual landowner and developer aspirations are better managed and integrated (Hornby and Belfast).	CCC, CERA	District Plan	\$	Within nine months of approval of this Plan
R34	Statutory Direction: Provide proposed Greenfield business land-zoning provisions to the CER Minister in a manner that is aligned with the provision of core public and private infrastructure and linked to vacant industrial land monitoring.	TAs	District Plans	N/A	2013-16 (aligned with infrastructure provision)
R35	Territorial authorities undertake reviews of commercial needs for business land and make provision for this need within existing centres and Key Activity Centres as appropriate.	TAs	District Plans	\$	Ongoing
<b>P9 Ensure business land makes best use of resources and infrastructure and delivers attractive business premises and urban environments.</b>					
R36	Statutory Direction: Provide proposed District Plan provisions to the CER Minister that enable comprehensive developments in existing urban business areas, including Brownfield sites on the basis of their size and or location.	TAs	District Plans	\$	Within nine months of approval of this Plan
R37	Statutory Direction: Councils to review and consult with affected communities on possible changes to district plans to give effect to the approved CCC Suburban Centre Masterplans, WDC Development Plans and SDC Town Centre Masterplans and to subsequently provide agreed changes to the CER Minister.	CCC, SDC, WDC, CERA	District Plans	\$	Within six months of approval of this Plan

R38	<p>Support the existing case management approach by Councils and the Canterbury Development Corporation and develop new approaches to collaboratively investigate comprehensive development planning for :</p> <ul style="list-style-type: none"> <li>▪ Key Activity Centres, particularly where major private and public investment is currently being considered; and</li> <li>▪ Damaged business areas (including B4/B5 land in Woolston and Bromley; Rangiora and Kaiapoi town centres; CCC suburban centre master plan areas; Leeston town centre; and key Brownfield sites, including potentially redundant KiwiRail land).</li> </ul> <p>Where this is unsuccessful in facilitating comprehensive development, CERA to undertake facilitation and intervention to overcome barriers to development.</p>	TAs, CDC	Advisory	N/A	Now
R39	<p>Investigate opportunities to introduce a range of transport efficiency initiatives that would support the rejuvenation of commercial areas and hubs to enhance their economic performance and amenity. This could involve proactive advice on 'travel plans', and flexibility on car parking requirements to enable local transport solutions and broader transport network benefits.</p>	ECan, TAs, NZTA	Annual Plans, RLTP	\$\$\$	Now
R40	<p>Review provision in the District Plan to ensure business activities are located in appropriate zones.</p>	TAs	District Plans	N/A	2015
R41	<p>Develop a comprehensive Brownfield business land incentives package that balances central Christchurch revitalisation initiatives with the objective of also facilitating the development of underutilised urban-zoned land elsewhere across greater Christchurch. This may include (but is not limited to) alternatives to plan requirements for parking, such as the development and implementation of workplace travel plans and financial incentives for higher-density development, such as Development Contributions discounts and credits.</p>	TAs, CERA	Incentives	\$	2014
<b>P10 Maintain and enhance access for key freight movements.</b>					
R42	<p>Statutory Direction: Amendment as set out in R1 (page 6).</p>	ECan	Regulation - CRPS	\$	On approval of this Plan
R43	<p>Ensure Sumner Road / Evans Pass Road is available for oversize and hazardous goods and for general traffic.</p>	CCC, NZTA	Annual Plans, RLTP, NLTP	\$\$\$	2014
R44	<p>Develop a "Lyttelton Access Statement" that balances freight access needs with community needs.</p>	CCC, NZTA, LPC, KRG	Annual Plans, RLTP	\$	2014
R45	<p>Ensure strategic freight projects support the freight distribution and servicing needs of businesses to, from and within greater Christchurch, while managing the effects on local communities.</p>	NZTA, TAs	RLTP, Annual Plans	\$	2013-2017
R46	<p>Undertake an assessment of inter-modal freight needs which identifies preferred locations, as appropriate, for any additional freight facilities required to enhance capacity and maximise the efficiency of the freight network, particularly developing opportunities for rail based freight movements.</p>	ECan, TAs, NZTA, LPC, CIAL, KRG	RLTP, Annual Plans	\$	Now

**Disclaimer**

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