



Preliminary Draft

Land Use Recovery Plan

Te Mahere Whakahaumanu Tāone

FACT SHEET 3

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.

Industrial, office and retail land

Areas of industrial land, particularly in eastern Christchurch, experienced significant damage to business premises. While some businesses have already made decisions to invest in rebuilding at their existing location or to relocate elsewhere, many are still to make final decisions.

For industrial businesses deciding to relocate, most will find suitable opportunities. This is due to pre-earthquake levels of vacant industrial land and additional land recently rezoned for industrial activities. Some industrial businesses, however, are constrained in their ability to relocate due to the nature of their industrial activities.

Some industrial sectors, especially construction-related sectors, are expected to grow quickly with the rebuild. To ensure recovery has sufficient and suitable industrial land, Greenfield priority areas for business have been identified.

The earthquakes also damaged office and retail premises in a number of suburban and satellite centres. 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.



Making best use of resources

Certainty about the location, form and timing of future business land will help investment decisions of the private and public sector and enable more efficient use of resources.

Additional efficiencies are likely to result from a more co-ordinated approach to utilising existing business land. Remediating existing damaged business land can be more efficient through economies of scale.

This can be achieved by comprehensive redevelopment and clustering opportunities, resulting in improved infrastructure utilisation.

This could reduce demand for new business land and associated infrastructure, particularly in conjunction with a review of plans to ensure business activities are located in appropriate zones.

Business investment is enabled by greater land use certainty, a clear, reliable and supportive regulatory framework and a good level of information to inform investment decisions. Flexibility and streamlined consenting processes and targeted incentives are recommended.

It is equally important that the development of business land results in attractive and well-functioning environments. There are now opportunities to integrate good urban design considerations so new buildings better relate to the surrounding area and, where appropriate, development is integrated and connected with community facilities, and public and active transport networks.

Transport and freight movements

Christchurch International Airport and Lyttelton Port of Christchurch are strategic infrastructure of national significance, enabling movement of international and domestic freight to and from the South Island. The airport also provides a gateway for tourism and is a major contributor to the Canterbury economy.

Both ports have seen significant operational growth and are expected to continue to grow substantially.

Given New Zealand's relative remoteness from international markets, 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.

Challenges for business

The earthquakes have set some challenges for business, including:

- Repair and rebuild costs on existing sites are leading some businesses to consider relocating
- Businesses relocating out of the city have occupied much of the previous vacant retail and office space

- Businesses operating temporarily from residential premises will need to find permanent locations by 2016
- Some business sectors are expected to grow substantially in support of the rebuild
- Redevelopment of Brownfield land for business activity now has additional complexities and costs
- There has been extensive damage to the central city, with loss of office and business space
- Loss of business land within Waimakariri District reallocated to residential land, and damage to the town centres of Rangiora and Kaiapoi.

Proposed Responses

Priority 8 – Identify and provide sufficient industrial, office and retail land.

R32. Statutory Direction: Amendment as set out in R1 and District Plan amendments for land at Southbrook.

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).

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.

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.

Priority 9 – Ensure business land makes best use of resources and infrastructure and delivers attractive business premises and urban environments.

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.

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.

R38. Support the existing case management approach by Councils and the Canterbury Development Corporation and develop new approaches to collaboratively investigate comprehensive development planning for:

- Key Activity Centres, particularly where major private and public investment is currently being considered; and
- 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).

Where this is unsuccessful in facilitating comprehensive development, CERA to undertake facilitation and intervention to overcome barriers to development.

R39. 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.

R40. District Councils to review provision in the District Plan to ensure business activities are located in appropriate zones.

R41. 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.

Priority 10 – Maintain and enhance access for key freight movements.

R42: Statutory Direction: Amendment as set out in R1.

R43. Ensure Sumner Road / Evans Pass Road is available for oversize and hazardous goods and for general traffic.

R44. Develop a "Lyttelton Access Statement" that balances freight access needs with community needs.

R45. 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.

R46. 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.

For more information

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or visit www.developingchoices.org.nz