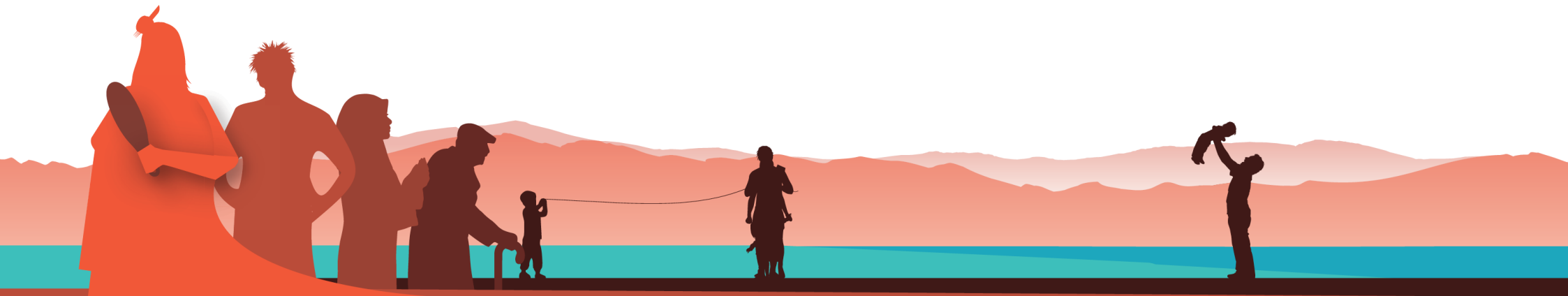


G R E A T E R C H R I S T C H U R C H S P A T I A L P L A N

# FOUNDATION REPORT

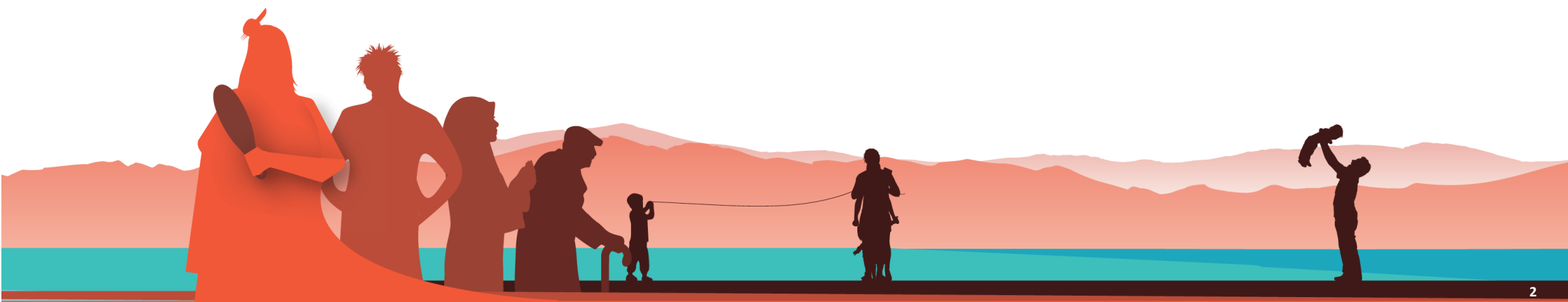
APRIL 2022



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# Introduction

**This Foundation Report provides the collective summary by the Spatial Plan partners of the context for the Greater Christchurch Spatial Plan – the strategic and policy context, and the opportunities and challenges facing the Greater Christchurch urban area now and into the future.**

## A new spatial plan for Greater Christchurch

Greater Christchurch is Aotearoa New Zealand's second largest urban area with a population of over half a million people – 10% of the national population and 45% of the South Island population. It is the principle economic, logistics and service hub for the Waitaha / Canterbury region and the South Island.

Greater Christchurch has seen more than a decade of strong population and employment growth. This growth, combined with the redistribution of people and business displaced by the earthquakes in 2010 and 2011, and significant investment in recovery and regeneration, has resulted in major changes within our urban areas.

We expect this strong growth rate to continue, so we need a plan for how our urban areas will accommodate more people living here while providing our people – now and into the future – with what they need to live well.

This includes ensuring people have access to suitable and affordable homes that meet their needs, jobs and economic opportunities that enable them to prosper, and transport and other infrastructure that help them live fulfilling lives in ways which are sustainable and respect our natural environment.

A big challenge we face in Greater Christchurch is how we promote healthier and more socially connected, resilient and sustainable ways of living. This includes how we evolve where and how we live, how we protect and restore the environment, adapt in the context of a changing climate, and shift to a net zero emissions future.

Looking forward, we need to find ways to leverage our inherent strengths to turn our challenges into opportunities. Greater Christchurch has a strong foundation to develop a sustainable and modern city which provides a place for people to have high levels of wellbeing for our people and makes a greater contribution to national wellbeing and prosperity.

A strong partnership between central government, local government and manawhenua is essential to us being able to effectively respond to the opportunities and address the challenges we face. This includes leveraging the tools, resources and investment required to make transformative change in Greater Christchurch.

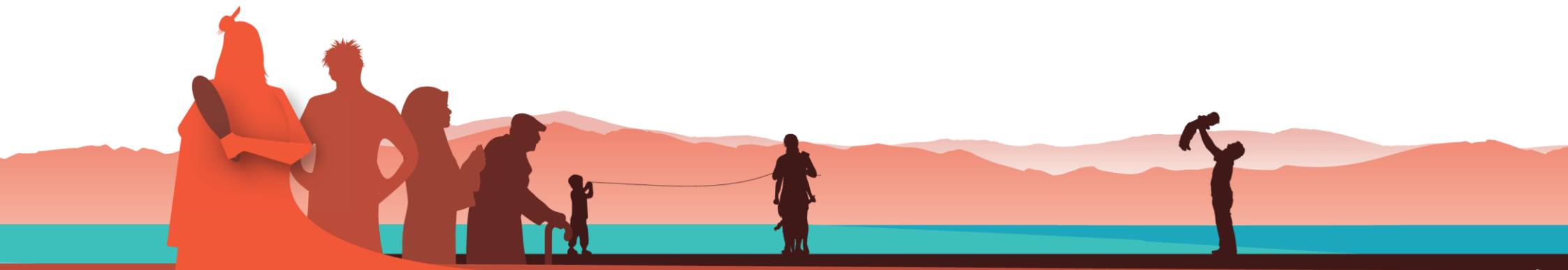
The Whakawhanake Kāinga Committee is a partnership of the Greater Christchurch Partnership – a voluntary coalition of local government, iwi, health and government agencies in Greater Christchurch – and the Crown to achieve greater alignment, integration and coordination around housing, land-use, infrastructure planning and investment in high-growth urban areas.

The Greater Christchurch Spatial Plan is the first joint project of the Whakawhanake Kāinga Committee.

This spatial plan will set the long-term direction for how Greater Christchurch will grow and change over the next 30 years and beyond in the context of the significant opportunities and challenges we face.

It 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.



## Partnering to develop the spatial plan

The Greater Christchurch Partnership and the Crown have established an Urban Growth Partnership – the Whakawhanake Kāinga Committee – to formalise the relationship between central government, local government and manawhenua in Greater Christchurch.

Urban Growth Partnerships are being progressed as part of the Government's Urban Growth Agenda. These partnerships provide a forum for central government, local government, and manawhenua to align decision making processes, collaborate on the strategic direction for New Zealand's high growth urban areas, and improve coordination across housing, land use and infrastructure planning. Spatial planning is an important tool to drive joint action.

The development of a new spatial plan for Greater Christchurch will be done through the Whakawhanake Kāinga Committee. The partners involved include:

- Environment Canterbury
- Manawhenua
- Christchurch City Council
- Selwyn District Council
- Waimakariri District Council
- Canterbury District Health Board
- Waka Kotahi NZ Transport Agency
- Kāinga Ora
- Crown (led by the Ministry of Housing and Urban Development with support from the Department of Internal Affairs)



# What is the strategic context for the spatial plan?

## National

The spatial plan will be developed to give effect to relevant national policy direction. This includes, for instance, from the Urban Growth Agenda; the government policy statements on housing and urban development, and land transport; the National Policy Statement on Urban Development 2020; and the emerging Emissions Reduction Plan for Aotearoa New Zealand.

It will also be cognisant of the emerging directions from the resource management system reforms, especially from the proposed Strategic Planning Act which, to date has indicated that the development of long-term regional spatial strategies will be required.

## Sub-regional

The spatial plan will build on the extensive work already undertaken to consider the future of Greater Christchurch. This includes recent work of the Greater Christchurch Partnership to develop Our Space 2018-2048 (a future development strategy under the superseded National Policy Statement on Urban Development Capacity 2016) and Greater Christchurch 2050 – a new strategic framework and vision for Greater Christchurch, which has intergenerational wellbeing at its core and is reflective of community aspirations for the future of the urban area.

It will contribute to the vision and outcomes being developed for Greater Christchurch through Greater Christchurch 2050, and address the priorities identified for the Greater Christchurch Urban Growth Partnership. These outcomes and priorities will strongly guide the development of the spatial plan.

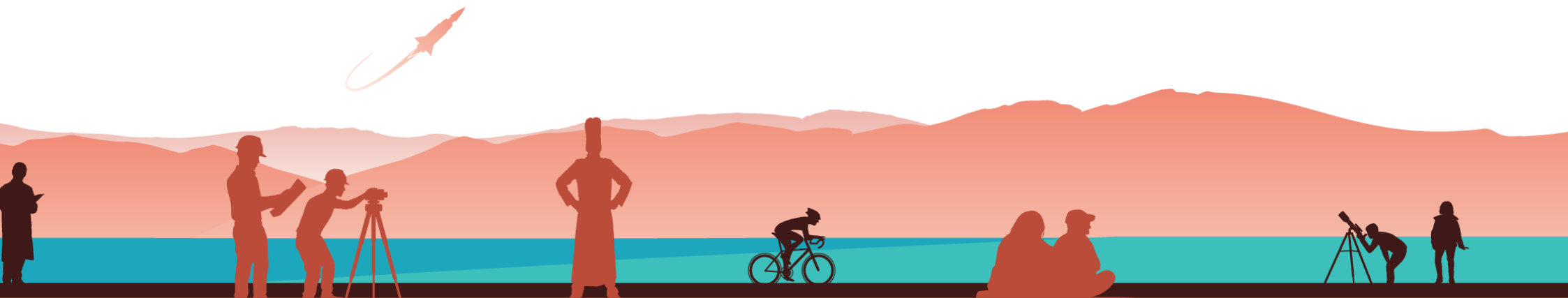
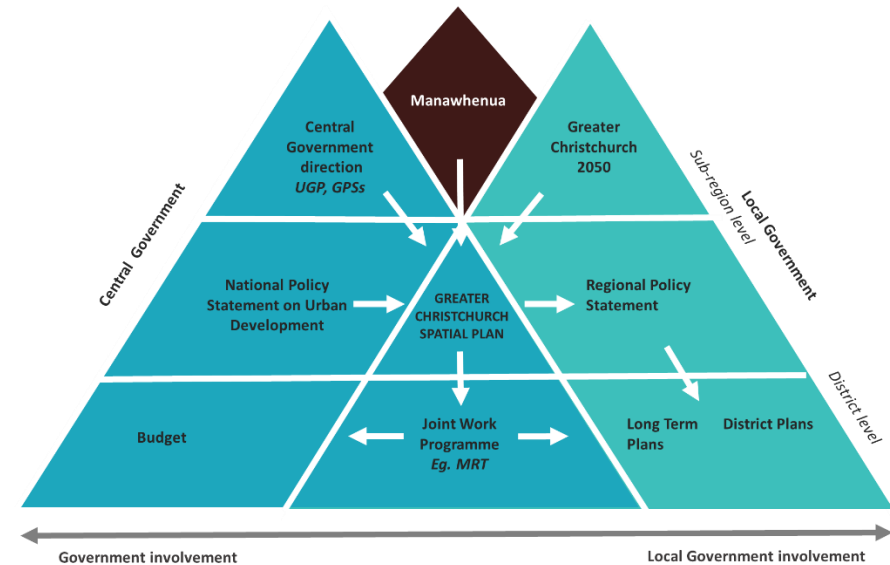
## Local

The spatial plan will draw on the comprehensive planning work undertaken by partners, including as part of district plans and growth strategies. It will provide a shared view of Greater Christchurch's future that will enable councils to undertake more detailed planning at a local level. It will also provide useful work and context ahead of a review of the Regional Policy Statement.

## Manawhenua

The spatial plan will be developed in accordance with the principles of Te Tiriti o Waitangi and in recognition that Ngāi Tahu Papatipu Rūnanga hold rangatiratanga in their respective takiwā. It will provide for the protection of wāhi tapu and opportunities for the restoration of some wāhi taonga.

*How the spatial plan fits within the wider planning and policy context for Greater Christchurch*



# What is the scope of the spatial plan?

## Future urban form

The development of the spatial plan provides the opportunity to undertake a first principles reconsideration of Greater Christchurch’s urban form since the Greater Christchurch Urban Development Strategy was produced during the mid-2000s.

The spatial plan will address both how our urban area will change over the next 30 years and beyond, and what policies, investment and other tools are required to support transition from our current urban form. This is illustrated in the diagram below, which sets out the elements of the spatial plan and the potential tools available to support the achievement of this future urban form.

### Spatial Plan Elements

- Current, planned and envisioned centres and key employment areas
- Current, planned and envisioned future urban areas
- Indicative locations of various regional and metro-scale facilities
- Current, planned and envisioned transport and infrastructure corridors
- Current, planned and envisioned blue-green networks
- Areas to protect or avoid in perpetuity
- Principles for successful implementation e.g. quality place making

### Implementation Tools

- Investment / Infrastructure
- Zoning
- Policy Levers
- Leadership
- Partnership

## Future Urban Form Scenarios

Future urban form scenarios will be developed which consider the implications of different settlement patterns and transport interventions on the performance of our future urban form. The scenarios will be evaluated to understand how they contribute to our desired outcomes (refer to the *Strategic context* and *Our opportunities* sections below).

These scenarios will also consider the implications of a greater population, beyond the 30-year projections, living in the sub-region.

### Transition Pathway

The spatial plan will identify the timing and sequencing of key actions to support the transition of the urban form across the short, medium and long term.

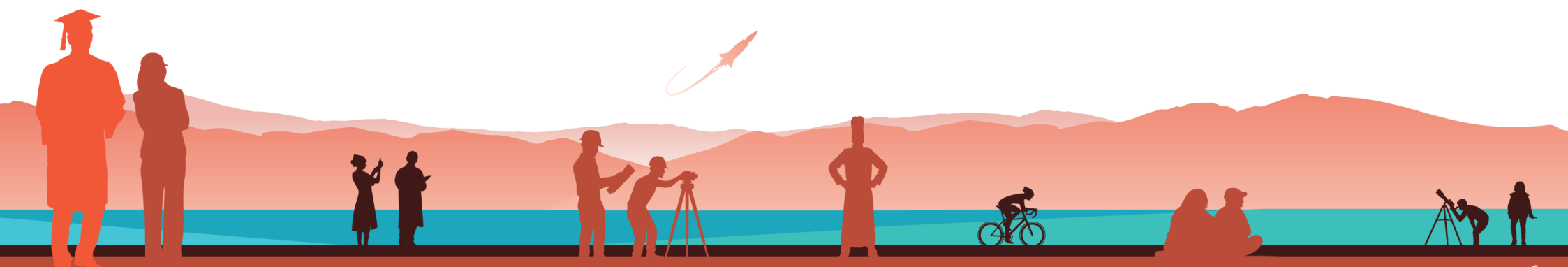
### Geographic focus

The Greater Christchurch area encompasses Christchurch and the surrounding areas within the Selwyn and Waimakariri districts – from Rolleston to Rangiora. This geographic area (see the map on page 8) is the focus of the spatial plan.

The spatial plan will also consider Greater Christchurch’s inter-connections and role within Waitaha / Canterbury and Te Waipounamu / South Island.

### Implementation

The key actions required to implement the spatial plan will be outlined in a joint work programme.



# How are we developing the spatial plan?

Our approach to developing the spatial plan will demonstrate good policy development practice by evaluating the benefits of different options for how Greater Christchurch could grow and change. This requires us to have robust evidence to underpin the analysis and direction of the spatial plan, including the consideration of different urban form scenarios.

Our approach is guided by the requirements of the National Policy Statement on Urban Development 2020 for preparing a future development strategy, which the spatial plan will represent for Greater Christchurch.

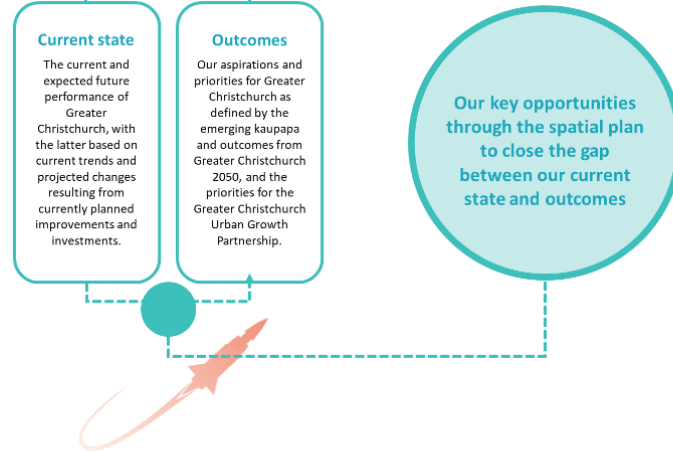
There are five phases of work to our approach to developing the spatial plan (*see the figure below*). The focus of our work to date has been on the first two phases of work – preparing an evidence base and a

strategic framework to underpin and guide the spatial plan. The outputs of these phases are summarised in this report.

## Broad phases of work to develop the spatial plan



## Scope of the Foundation Report



## Scope of this report

This Foundation Report summarises the key outputs of the first phases of work related to developing an evidence base and a strategic framework for the spatial plan. It provides the foundation on which the next phases of work will be undertaken.

The *Current state* section highlights the current and expected future performance of Greater Christchurch across a number of areas relevant to the spatial plan. This includes the natural environment, people and communities, homes and places, economy and jobs, access and mobility, and the values of Ngāi Tahu whānui and policies of the Mahaanui Iwi Management Plan.

The *Strategic context* section defines our collective aspirations and priorities for the future of Greater Christchurch. This adopts the outcomes set for Greater Christchurch through Greater Christchurch 2050, and the priorities established for the Greater Christchurch Urban Growth Partnership.

Finally, the *Our opportunities* section builds on the previous sections to identify key opportunities we have through the spatial plan to close the gap between our current state and desired future state. Responding to these opportunities will be our focus when developing the spatial plan.



# Current state

## Greater Christchurch in context

Greater Christchurch is found at the meeting point of the Waitaha / Canterbury Plains, the Pacific Ocean, and the volcanic remnants of Whakaraupō / Lyttelton and Te Pātaka a Rākaihautū / Banks Peninsula.

The lands and waters of Greater Christchurch have been occupied and accessed by Māori for a thousand years. The earliest peoples in the area were the Waitaha, who were succeeded by Ngāti Mamoe. Ngāti Mamoe were followed soon after by those hapū who came to be known as Ngāi Tahu.

The coastline of Te tai o Mahaanui acted as an important route for trade and travel, with the waterways and forests providing a rich source of mahinga kai. Ngāi Tahu migration into central parts of Waitaha / Canterbury was led by the hapū Ngāi Tuhaitara. The marae associated with each Papatipu Rūnanga are described as the beating hearts of tribal identity and centres for cultural, social and economic activities.

The abundance of resources in the area also attracted Europeans from the 1800s. Christchurch became a centre for provincial government, as well as a market, logistics, service and education hub for the wider region. Waves of migration from other nationalities have followed to create a city of increasing diversity, particularly during the post-earthquake years.

Today, Greater Christchurch is a defined area that includes and surrounds Christchurch – Aotearoa New Zealand's second largest city and the largest city in Te Waipounamu / South Island. The sub-region includes parts of three territorial authorities: Christchurch City, Selwyn District and Waimakariri District, which have highly inter-connected environments, economies and communities; and traverses the takiwa of three Papatipu Rūnanga being Te Ngāi Tūāhuriri, Taumutu and Te Hapū o Ngāti Wheke (Rāpaki).

The towns in Selwyn and Waimakariri that form part of Greater Christchurch include Rolleston, Rangiora and Kaiapoi, while other settlements include Lincoln, West Melton, Prebbleton, Tai Tapu, Woodend and Pegasus. Lyttelton and its harbour are also part of Greater Christchurch.

Approximately 537,000 people live in Greater Christchurch (based on the population of the three territorial authorities). This represents more than 80% of the Waitaha / Canterbury population and 45% of the Te Waipounamu / South Island population.

Greater Christchurch is the primary economic and logistics hub of Te Waipounamu / South Island and the main service centre for Waitaha / Canterbury. It has significant economic assets including a large business sector, four tertiary and a number of research institutions.

Greater Christchurch has wellbeing levels that are on par or better than the rest of Aotearoa New Zealand. Our inherent strengths, both in terms of our people and place, provide us with a strong foundation to build upon.

### The Canterbury earthquake sequence

During 2010 and 2011, a series of earthquakes struck Greater Christchurch that resulted in death and serious injury, and substantial damage to land, buildings and infrastructure.

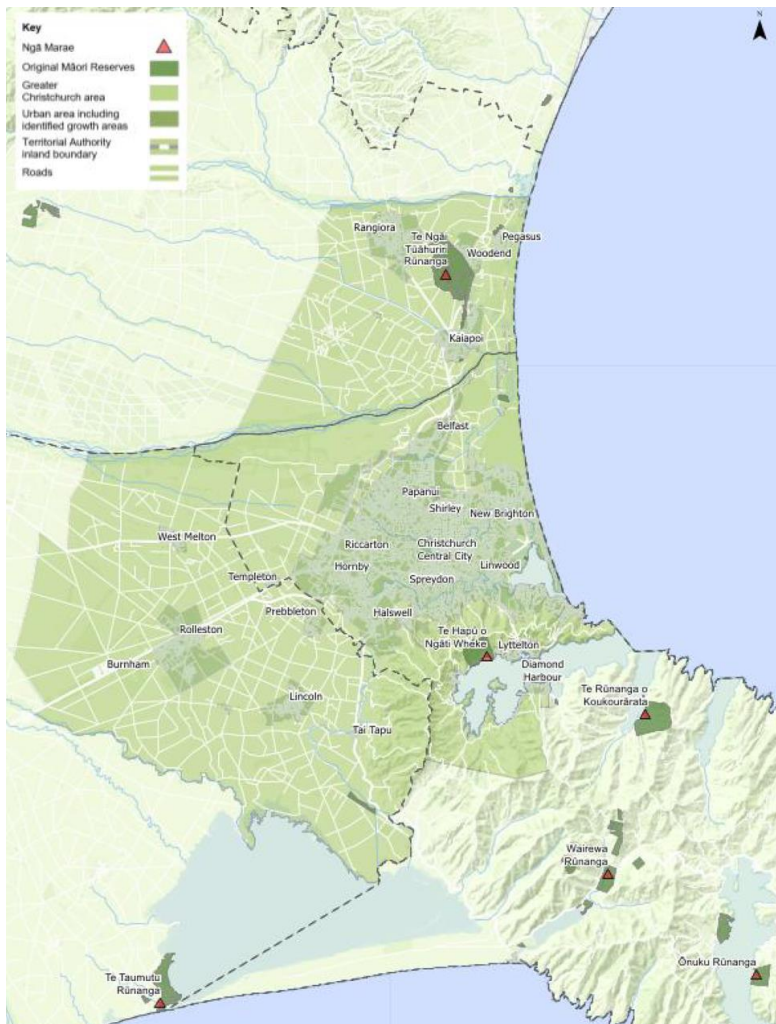
More than 8,000 households in Greater Christchurch were permanently displaced as a result of land damage, 90% of residential properties were damaged in some way and 80% of the buildings in the Central City had to be demolished.

The extensive earthquake damage required many households to find new places to live and businesses to relocate, especially from the Central City, eastern areas of Christchurch and Kaiapoi. Much of this need for more housing and commercial property was provided for in the less affected western parts of the city, on the urban fringe of Christchurch, and in nearby towns in Selwyn and Waimakariri.

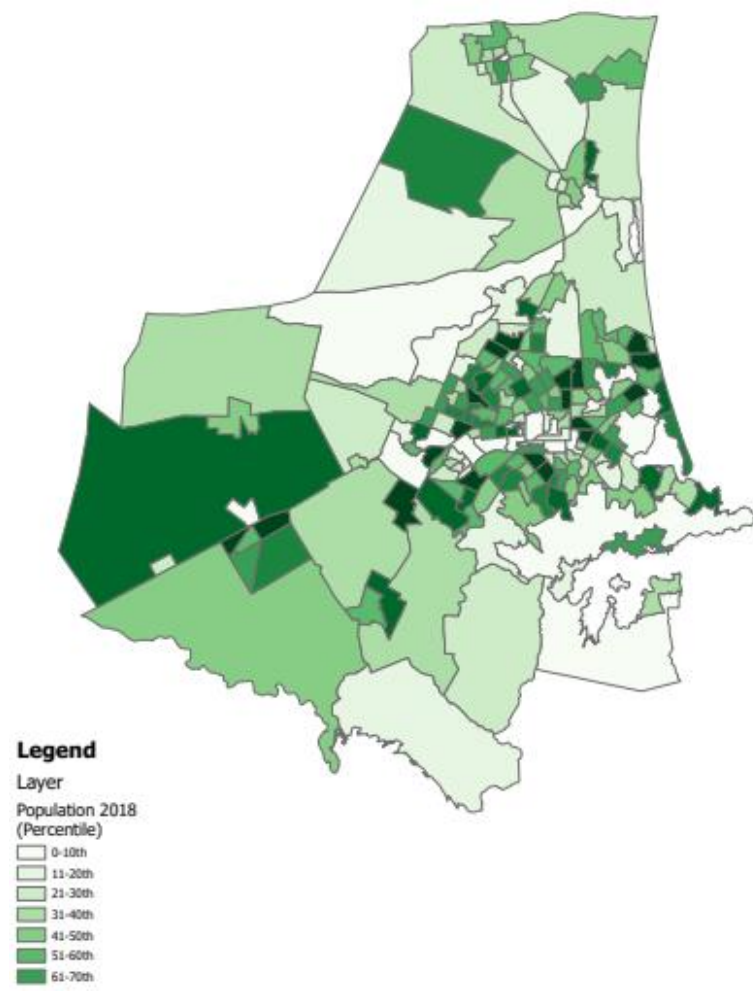




Map of Greater Christchurch



Population Distribution in Greater Christchurch, 2018



## Ngā Kaupapa values and policies

The contemporary relationship between the Crown and Ngāi Tahu whānui is defined by three core documents; Te Tiriti o Waitangi, the Ngāi Tahu Deed of Settlement 1997 and the Ngāi Tahu Claims Settlement Act 1998.

In making its apology in 1998, the Crown acknowledged that Ngāi Tahu holds rangatiratanga within the Ngāi Tahu takiwā. Further, the Te Rūnanga o Ngāi Tahu Declaration of Membership Order 2001 establishes individual Papatipu Rūnanga as the entities with responsibility for resources and protection of tribal interests within their respective takiwā. This includes rangatiratanga of their taonga as well as lands, waters, habitats and species. These statutory provisions inform the nature and manner of engagement and collaboration between the Papatipu Rūnanga and the partner agencies in development of a Spatial Plan for Greater Christchurch.

Greater Christchurch is part of a wider cultural landscape that holds significant historic and contemporary cultural associations and importance for Ngāi Tahu whānui. The most significant of these have been recognised in the district plans of Christchurch City, Waimakariri and Selwyn Districts through the use of mapped overlays which are classified as Wāhi Tapu, Wāhi Taonga, Ngā Tūranga Tūpuna and Ngā wai.

Wāhi tapu are sites and places that are culturally and spiritually significant to manawhenua history and identity. They may include sites such as urupā, pā, maunga tapu, kāinga, tūranga waka and places where taonga have been found. The term is generally applied to places of particular significance due to an element of sacredness or some type of restriction as a result of a specific event or action. Wāhi tapu sites are to be protected according to tikanga and kawa to ensure that the sacred nature of those sites is respected.

Wāhi taonga are 'treasured places' with high intrinsic values and are valued for their capacity to shape and sustain the quality of life and provide for the needs of present and future generations. Access to these areas is important to Ngāi Tahu identity.

Ngā Tūranga Tūpuna are broader landscapes within which there are concentrations of a range of culturally significant sites. The maintenance of the integrity of these environments is a key outcome.

Ngā wai encompasses water bodies and their margins and include ngā awa/rivers, ngā roto/lakes, ngā hāpua/coastal lagoons, ngā repo/wetlands and ngā puna/springs.

Within Greater Christchurch the entire coastline Te Tai o Mahaanui is defined as a Statutory Acknowledgement and mapped as a Ngā Wai. Within Christchurch City Te Ihutai, the Ōtākaro/Avon Ōpawaho/Heathcote, and Pūharakekenui/Styx Rivers and a number of their tributary streams are identified as Ngā Wai. Throughout Selwyn and Waimakariri, a range of rivers are classified as Ngā Wai, including the Waimakariri and some of its tributaries, Waikirikiri/Selwyn, and Hurutini/Halswell along with and Te Waihora.

Section 6(e) of the Resource Management Act 1991 requires that the relationship of manawhenua with all of these landscapes and features are recognised and provided for in the development of the Greater Christchurch Spatial Plan.

The policies of the Mahaanui Iwi Management Plan further underline the importance of the cultural health of waterways and groundwater in Greater Christchurch and the necessity for decision-makers to recognise, protect and restore wetlands, springs and riparian environments as part of urban planning. The relationship of Ngāi Tahu whānui with freshwater can only be restored where extensive setbacks from waterways is integrated into land use planning as a key method for both improving water quality and recognising the taonga status of waterbodies.

Policies also consistently refer to the need to consider the interests and needs of future generations in urban land use and ensuring that urban growth can be supported by the capability of the land and condition of surface and ground water bodies. Sustainable transport methods and urban intensification are supported within that context along with actions to retain natural landforms, enhance biodiversity and further green urban environments.

The Mahaanui Iwi Management Plan also describes the need to recognise and provide for marae based communities. The 1848 Canterbury Deed of Purchase between the Crown and Ngāi Tahu provided for the setting aside of Māori Reserves as kāinga nohoanga or settlements. These were intended to include schools, churches, cemeteries and hospitals as well as provide a base for economic activity. Planning legislation from the 1950s however, typically zoned the Māori Reserves as rural land, preventing manawhenua from realising the original intent of these areas. Whilst this zoning has been addressed through recent plan changes, the provision of infrastructure for housing on Māori Reserve land remains a barrier to future development.

Historically, there is also a reluctance by policy planners to acknowledge kāinga nohoanga as its own form of land use that is distinctive from the traditional land use categories of rural, residential, business and industrial. This has resulted in kāinga nohoanga being left out of urban development strategies or being identified as future development areas where infrastructure is directed towards.

National policy direction does however now recognise that the majority of Māori live in urban areas and there is a need for housing typologies to include options for housing based on cultural values and principles. The new national policy direction requires spatial planning to anticipate and provide for kāinga nohoanga and papakāinga within urban areas and to dispense with policies that previously limited cultural housing initiatives to Māori Reserves.



# Natural environment

## Water

The state of waterways and waterbodies in Greater Christchurch has been degraded over time due to contamination from a combination of stormwater, wastewater overflows and other inputs. Most of our rivers, streams, lakes and coastal waters are in a poor state of cultural health and have water quality issues that require improvement.

Greater Christchurch has one of the best supplies of pristine drinking water in the world. However, this groundwater supply is also at risk from changes in land use and increasing demand for water. The protection of our groundwater aquifers is fundamental for Greater Christchurch being able to continue to access high quality drinking water.

## Biodiversity

Greater Christchurch is blessed with a diversity of natural capital within the sub-region itself, as well as through easy access to the rest of Waitaha / Canterbury.

Greater Christchurch's biodiversity has significantly declined since the arrival of humans. More recently, the development of our urban areas has made our natural environment more vulnerable to irreversible damage, including as green spaces and natural habitats have been polluted, encroached on or lost, and tree canopy reduced. It is critical our significant ecosystems are protected and restored for future generations.

## Productive land

Land that is particularly good for food production is a scarce, finite resource.

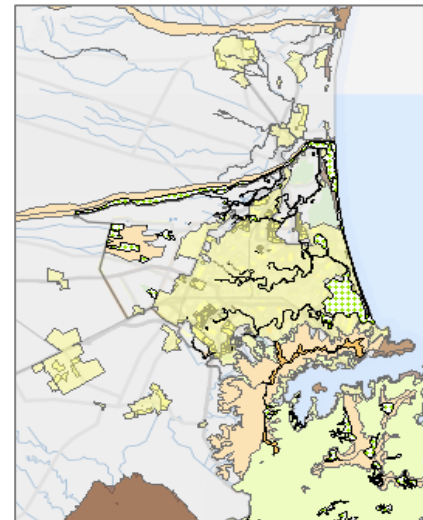
High class soils are being lost across Aotearoa New Zealand, including in Greater Christchurch, as a result of urban expansion and land fragmentation. The growing demands for housing will continue to put pressure on our urban areas to expand outwards over time.

## Air quality

Many different air pollutants are produced in our urban areas, including from home heating, traffic and industry. These pollutants increase risks to human health.

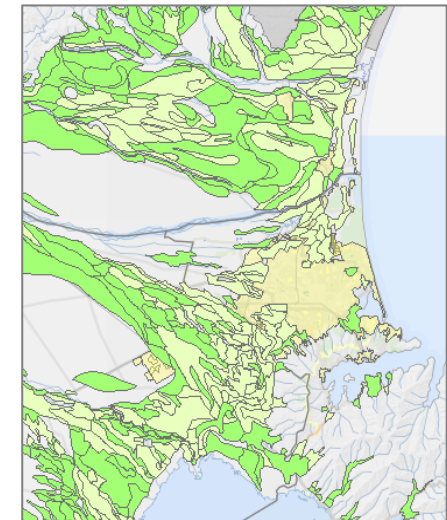
Greater Christchurch's air quality has significantly improved over the last decade. However, parts of our urban areas still experience poor air quality during colder months of the year due to higher emissions from home heating. Industry and traffic emissions also contribute to poor air quality in parts of Greater Christchurch.

Outstanding natural features and landscapes



- Summit Road Protection
- Significant Rural Landscape
- Esplanade Reserve
- Urban Area
- Coastal Landscape
- Natural Landscape

Highly versatile land



- Land Use Capability (LUC) classification of land according to its long term capability to sustain productive uses, with Class 1 land being considered the most versatile multiple-use land.
- LUC Class 1
  - LUC Class 2
  - LUC Class 3
  - Urban Area





### Greenhouse gas emissions

Christchurch City's greenhouse gas emissions per person is similar to Auckland and higher than in Wellington. The per capita emissions for Greater Christchurch would likely be higher due to the longer travel distances and the greater role of agriculture in Selwyn and Waimakariri.

The transport sector contributes just over half of the total emissions in Christchurch City, with 36% coming from road transport. Other key contributors include 19% from homes, buildings and businesses, and 15% from agriculture. To reduce our emissions, there will need to be fundamental changes to the way we travel; build and power our homes, buildings and infrastructure; deal with waste; grow our food; and transition to a low emissions economy.

### Changing climate

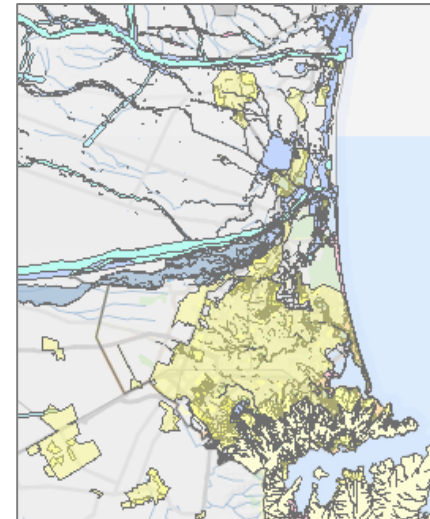
Climate change is already affecting our weather, natural environment, mahinga kai, food production, taonga species, biosecurity, infrastructure, economy, health and wellbeing. Significant changes to our climate are likely to continue. Our summers are likely to become hotter, dryer and longer, and our winters shorter and milder. Greater Christchurch is likely to have more extreme weather, including heatwaves and very heavy rainfall.

### Natural Hazards

Greater Christchurch is at risk from a range of natural hazards, including flooding, coastal inundation, storm surge, earthquakes, winds, fires and droughts. Climate change will increase the frequency and severity of most of these hazards.

Our urban areas is the most exposed urban area in Aotearoa New Zealand to coastal inundation and flooding. The predicted sea level rise will have major impacts on our low-lying communities in the eastern areas, cause significant drainage issues, and place considerable strain on our infrastructure.

Natural hazards in Greater Christchurch



- |                               |                                   |
|-------------------------------|-----------------------------------|
| ■ Fault Investigation         | ■ High Flood Hazard (residential) |
| ■ Flood Management Te Waihora | ■ Fault Awareness Overlay         |
| ■ Esplanade Reserve           | ■ Coastal Erosion                 |
| ■ Urban Area                  | ■ Fault Avoidance Overlay         |
| ■ Waterbody Setback           | ■ Flood Ponding                   |
| ■ Tsunami Inundation          | ■ Stopbank Setback                |
| ■ Slope Hazard                | ■ Waimakariri Flood Plain         |



# People and communities

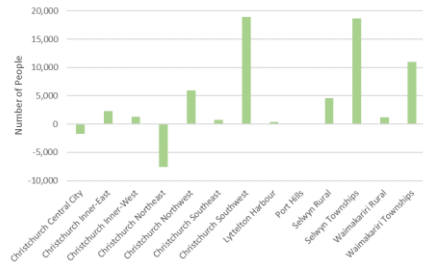
## Population growth

Greater Christchurch's population grew by 15% between 2006 and 2018, making it the second fastest growing area in Aotearoa New Zealand outside Auckland. Our fastest growing areas have been in the south-western areas of Christchurch, and the surrounding towns in Selwyn and Waimakariri.

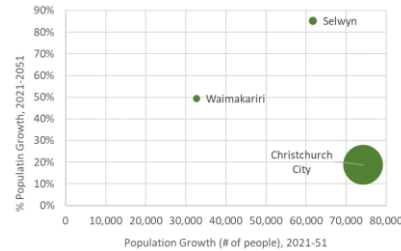
According to Statistics New Zealand projections, our population is projected to increase by a further 31% over the next 30 years, which is equivalent to 169,000 more people and 77,000 more households. This would mean more than 705,000 people would be expected to be living in Greater Christchurch by 2051, with most of this projected growth the result of net migration.

However, if our population continues to grow at the rate estimated over the last three years (2018-2021), our population in 2051 could be closer to 785,000.

Population Growth, 2006-2018



Projected household growth by TA, 2021-2051



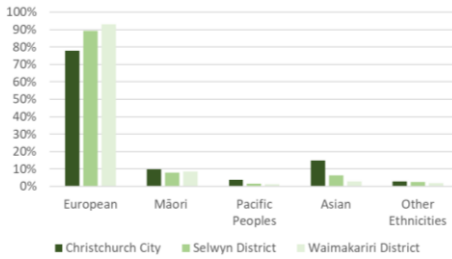
## Demographics

Greater Christchurch's population is becoming more diverse, with 30% of people expected to identify as non-European by 2038. This is an increase from 25% of people in 2018.

Median age by TA, 2018



Ethnicity breakdown by TA, 2018

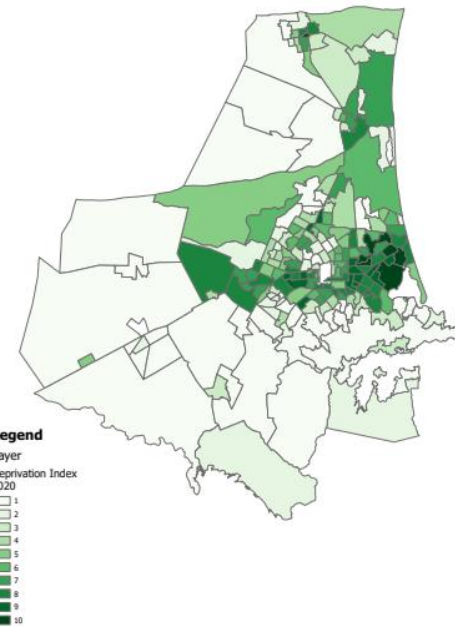


The average age of Greater Christchurch residents is relatively old, at 38.5, when compared with Auckland and Wellington. Waimakariri has the oldest average age and Selwyn the youngest. By 2038, 40% of our population is expected to not be of working age, meaning they will likely be dependent in some way. 58% of these residents will be senior citizens (65 years or older).

## Socio-economics

There is relatively high levels of social wellbeing in Greater Christchurch, with the sub-region outperforming other major urban areas in measures of housing, safety and deprivation. Christchurch City has a greater share of households living on low incomes compared with Selwyn and Waimakariri, with a concentration of low income households in Christchurch's eastern areas. These areas also have a greater share of people living in high deprivation, while other pockets of high deprivation is also evident in Hornby, Rangiora and Kaiapoi.

Deprivation levels in Greater Christchurch, 2018



### Health-care

Waitaha / Canterbury has a strong primary health care network with a number of hospitals, including the largest tertiary, research and teaching hospital in Te Waipounamu / South Island located in Christchurch. However, our health system is under pressure from an ageing population and workforce, demand for more expensive and expansive health solutions, and a range of disease determinants.

The Christchurch catchment population is fairly well serviced by health and welfare facilities. There are sparser services in the more deprived eastern areas of Christchurch, indicating poorer accessibility to health care in these areas. Peripheral areas have poorer access to a GP using public transport, but also some central areas, particularly in the eastern suburbs. This highlights a key issue for groups known to have greater dependence on public transport and poorer health outcomes.

### Education

There are more than 200 schools and four tertiary institutions in Greater Christchurch. Educational facilities are very well distributed across Christchurch's catchment population, with essentially all the catchment is within easy access of an educational facility. Almost 90% of the catchment within a 10 minute walk to an educational facility and 95% within a 20 minute walk.

To cope with high population growth, the Ministry of Education has identified the requirement for significant additional educational capacity for Greater Christchurch's fast growing catchments of Halswell, Lincoln and Rolleston.

### Parks and green spaces

Waitaha / Canterbury is perceived as having the most accessible recreational open space in Aotearoa New Zealand, with 73% of residents in the region believing it is very easy to access their nearest park or green space.

Greater Christchurch has good access to green spaces. Urban parks provision in Christchurch is very good compared to other major urban areas in Aotearoa New Zealand and international cities. Further planning and investment into parks and open space is likely to be needed as our population increases, in particular within higher density residential areas. Fast growing townships also experience some pressures to provide and develop additional sports and neighbourhood parks.

### Community facilities

Greater Christchurch is well served by community facilities, including libraries and community centres, and sports and recreation facilities. There has been significant investment in our community and civic facilities since the earthquakes.

Nearly all of Christchurch's catchment population is within easy access of a sports and recreation facility, and the vast majority is within a 10 minute walk.

There are also a range of cultural facilities located across Greater Christchurch. This includes cultural centres, museums, art galleries and more.



# Homes and places

## Housing supply

There was approximately 213,200 dwellings in Greater Christchurch in June 2021, with 75% of these dwellings located in Christchurch City, 13% in Selwyn and 12% in Waimakariri.

The significant increase in new homes being built in Greater Christchurch after the earthquakes has remained at high levels over the last decade. Between 2018 and 2020, there were over 4,000 net new dwelling building consents per annum in Greater Christchurch (based on the full area of the three territorial authorities), which compares with only 1,700 per annum between 2009 and 2011.

More than half of the net new dwelling building consents in Greater Christchurch between 2018 and 2020 was in Christchurch City, with 30% in Selwyn and 13% in Waimakariri. Rolleston was our most significant housing growth area with 17% of all consents, followed by the south-west of Christchurch with 13%.

There has been a steady rise in the share of building consents in Greater Christchurch that are for attached dwellings. Prior to the earthquakes about 20% of consents were for attached dwellings, while now the share is closer to 30%. About half of the consents in Christchurch City over the last few years has been for attached dwellings, while the share in Selwyn and Waimakariri remains low.

There is estimated to be sufficient housing capacity in Greater Christchurch as a whole to meet the projected demand from 77,000 additional households over the next 30 years. This includes significant housing capacity available in Christchurch City over this period, but projected housing capacity shortfalls in Selwyn and Waimakariri over the next ten years. While there may be capacity overall, there may be unmet demand for some typologies, price points, and sub-areas. This could be exacerbated if current growth trends continue.

If our population grows at a rate higher than those projected by Statistics New Zealand, the demand for houses will be higher. In addition, while there may be capacity overall, there may be unmet demand for some typologies and at some price points.

Current processes underway will enable additional housing capacity in Greater Christchurch to help meet projected housing demands. This includes through the district plan reviews for Selwyn and Waimakariri, and the implementation of the intensification policies from the National Policy Statement on Urban Development 2020 and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill.

## The impact of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act, 2021

In 2021, new legislation set new medium density residential standards (MDRS) across urban areas in New Zealand. This legislation enables medium density housing (up to three storeys) across most urban residential areas in Christchurch city, Rangiora, Kaiapoi, Rolleston, Lincoln, and Prebbleton from August 2022.

## Housing demand

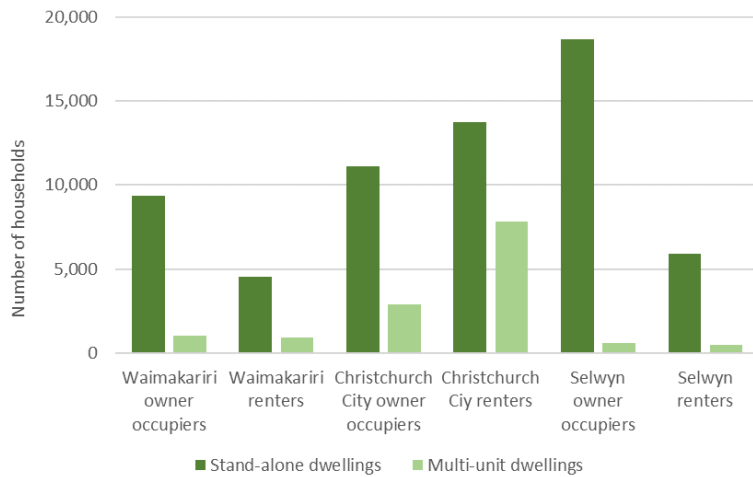
The projected changes to our demographics and household composition over the next 30 years will have a significant impact on our housing demand. The largest growing group over this period is projected to be households aged over 65 years, which are typically either single person households or couples without children.

The average size of households in Greater Christchurch is projected to decrease as the composition of our households change. By 2051, the average household size in Waimakariri is expected to be 2.34 people, 2.45 in Christchurch City and 2.65 in Selwyn. The slightly larger household size in Selwyn reflects the recent trend of new families choosing to move to the district.

Reflecting current trends, the majority of the demand for multi-unit dwellings in Greater Christchurch over the next 30 years is projected to be in Christchurch City, while significant demand for standalone dwellings in Selwyn is projected over this period. The majority of the demand for multi-unit dwellings in Greater Christchurch is expected to come from renters.



Projected housing demand by typology in Greater Christchurch, 2021 – 2051



### Affordability

Prior to the last two years, Greater Christchurch’s house prices remained relatively stable since the earthquakes, while house prices in other urban areas in Aotearoa New Zealand increased substantially. Anecdotally, this seems to be due to far greater housing and land supply relative to demand in Greater Christchurch than in other urban areas.

However, housing affordability is declining in Greater Christchurch. Rents have increased slightly faster than incomes over the last two decades; while house prices have increased 3.4 times faster than incomes in Selwyn over this period, 2.7 times faster in Christchurch City and 2.2 times faster in Waimakariri. This has been particularly acute over the last few years. This has continued to place pressure on housing affordability for first home buyers.

The decline in housing affordability has resulted in a fall in home ownership. This trend is likely to continue, meaning the number of renters will continue to rise in Greater Christchurch. The highest number and share of stressed renters are in Christchurch City, though notable numbers are also evident in Selwyn and Waimakariri.

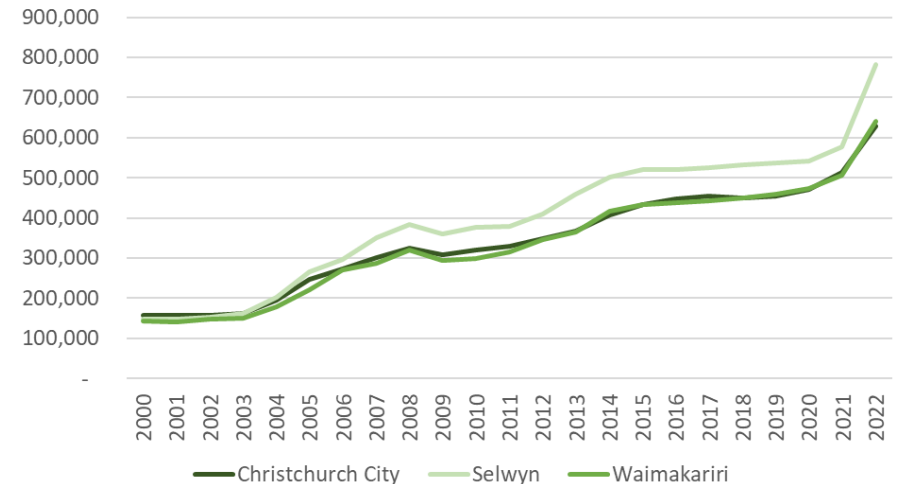
### Understanding the drivers of the recent growth in house prices

House prices in Christchurch increased by 48% in the two years to December 2021, with similar increases experienced in Selwyn and Waimakariri, and in other urban areas in Aotearoa New Zealand.

At a national level, the drivers of house price increase include a lack of housing supply, supply chain issues, low interest rates, and availability of credit and disposable income for investment in property.

Understanding the short and long-term drivers of housing affordability in Greater Christchurch will be a key input into the Greater Christchurch spatial plan.

Dwelling Sales Prices (actual) – 12-month rolling average





### Social housing

Households with acute housing needs includes stressed renters and those with social and other housing needs (homeless or emergency housing). About 20% of all households in Christchurch City are estimated to have acute housing needs, while the share in Selwyn and Waimakariri are much lower.

More than 10,200 households had social or other housing needs in Greater Christchurch in 2020, with 93% of these households being in Christchurch City. Our public housing register has increased by 327% over the last five years.

### Infrastructure

Infrastructure includes water supply, wastewater, storm water, land transport and other infrastructure, transport, electricity, gas and telecommunications. Infrastructure is provided by both local government and commercial providers.

The key issues facing our infrastructure include responding to growth; the servicing of Māori Reserve land and our communities' needs and expectations; adapting to climate change; responding to our shifting regulatory environment; and delivering within financial constraints.

The cost of expanding or upgrading infrastructure to provide for growth and development varies significantly across the sub-region.

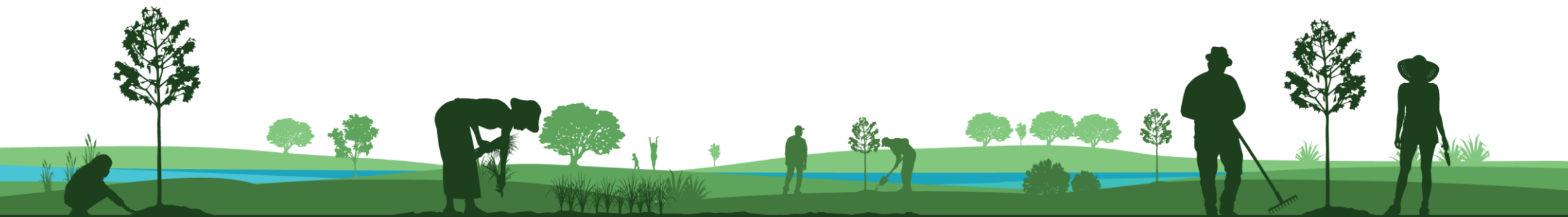
### Centres

Greater Christchurch's urban area includes a network of urban centres.

The Christchurch Central City is the primary sub-regional employment centre and a key leisure destination for both residents and visitors. The redevelopment of the central city over the last decade has provided a modern, highly liveable central city with a strong emphasis on public spaces, quality commercial and residential property and world-class leisure facilities and civic assets.

The central city is supported by a range of key activity centres – both suburban centres and townships – that are key service and employment centres for their local communities. The ongoing renewal and development of a number of these centres, particularly post earthquakes, has strengthened the character and viability of these centres. Neighbourhood centres serve as the next tier down, which focus more on serving surrounding households.

Development needs to be of an appropriate scale and quality to support great places in Greater Christchurch, and contribute to a strong network of urban centres that meet the needs of our communities and businesses. Community development will also improve people's sense of belonging and wellbeing in the places they choose to live.



# Economy and jobs

## Economic activity

Greater Christchurch is the primary economic hub for Waitaha / Canterbury and Te Waipounamu / South Island and a key urban centre for Aotearoa New Zealand. It is the main logistics hub for the Te Waipounamu / South Island and a strategic centre for tertiary education and research.

The manufacturing; construction; and professional, scientific and technical services industries are the biggest contributors to our economy. Manufacturing has been the largest of these, although its contribution to Gross Domestic Product has declined over the last two decades. Our recent economic growth has been below national rates following significantly higher economic growth rates during the early stages of the earthquake recovery and rebuild.

Our economy has proven to be highly resilient and adaptable to drastic economic and social changes over recent periods – not least from the impacts of the earthquakes in 2010 and 2011, and the COVID-19 pandemic.

However, Greater Christchurch's economy has relatively poor productivity levels, on a Gross Domestic Product per capita basis compared to other main urban centres in New Zealand. This reflects an industry base that has a relatively higher proportion of economic activity in manufacturing, including agricultural processing and logistics, and a lower proportion of economic activity in knowledge-intensive services – particularly those that reach beyond the local market such as finance and insurance, IT and, telecommunications.

Our industries will face further challenges from our changing climate. This includes greater risks from natural hazards, impacts on the supply of resources, government regulation, and changes in consumer preferences. Greater Christchurch is relatively reliant on industries which are vulnerable to climate change – due to high emissions and/or dependence on the climate, including logistics and high inter-connectedness with the region's agricultural economy.

Some industries will also face challenges from technological changes. Greater Christchurch has a relatively higher share of employment in industries that are vulnerable to disruption from automation, and a relatively lower share of employment in knowledge intensive services compared with other major urban areas.

## Research and innovation

Greater Christchurch has significant tertiary education and research capability. This includes four tertiary institutions and several research institutes, including six of the seven Crown Research Institutes in Aotearoa New Zealand. There are approximately 18,000 tertiary students across the four tertiary institutions in Greater Christchurch. The majority of these institutions are located outside of the main commercial or employment areas of Greater Christchurch.

While Greater Christchurch's levels of research and innovation are similar to other urban areas in Aotearoa New Zealand, the rates of commercialisation are lower, suggesting there are opportunities to achieve greater economic returns from the sub region's research capacity and investment.

## Commercial

Christchurch is the main commercial hub for Greater Christchurch, with most commercial activity (office, retail and hospitality, and public services) occurring in the Central City and its various key activity centres.

The central city remains the principal business centre for Greater Christchurch and the wider Waitaha / Canterbury with 42,520 employees working there, despite a decline in its number of businesses and jobs following the earthquakes. The central city has experienced significant commercial and retail property development in the last decade, creating a modern commercial centre, with significant capacity for further growth in commercial and mixed-use development remaining.

The vast majority of retail spending in Greater Christchurch occurs in Christchurch City, with 85% of spending in the city, 9% in Waimakariri and 6% in Selwyn.

The central city is the primary destination for shopping, dining and night life, entertainment, guest accommodation, cultural activities, and tourism activities. Recent investment has contributed to an enhanced regional leisure offering. This includes new regional public assets, such as Te Pae (convention centre), Tūranga (central library), the Parakiore Recreation and Sport Centre, and the under construction Te Kaha/ Canterbury Multi-Use Arena.



## Industrial

The majority of Greater Christchurch's industrial activity (logistics and manufacturing) is distributed along the southern and western parts of Christchurch City with key hubs at Hornby and the airport. Across existing industrial areas, Christchurch airport, and the inland port and iZone in Rolleston, there is significant capacity for further industrial growth.

## Employment

Greater Christchurch's employment grew by 43,300 or 21% between 2006 and 2020, with almost 70% of this growth occurring in Christchurch's western areas and 14% in Selwyn. Much of the growth in these areas has occurred since the earthquakes, partly reflecting the shift away from the Central City during this period.

Employment Change in Greater Christchurch, 2006-2018

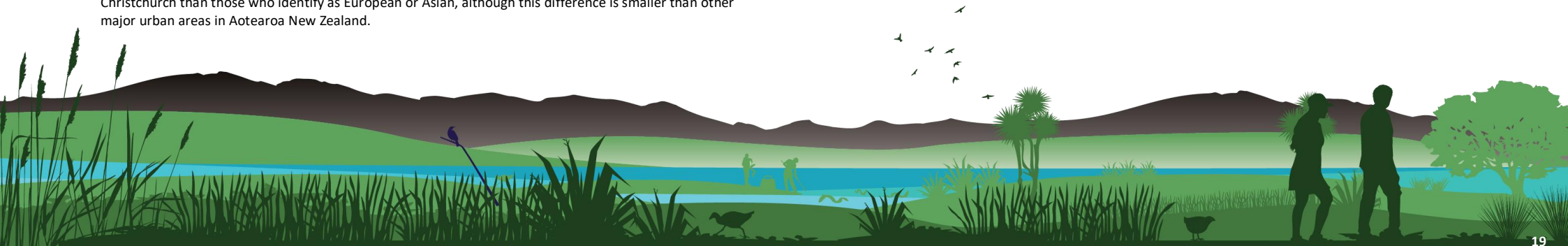
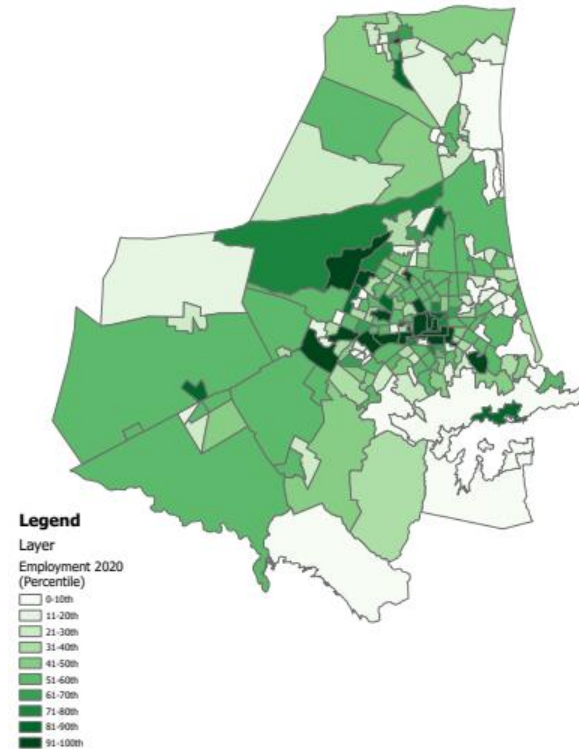


About 86% of our employment was located in Christchurch City in 2020 with the remainder split evenly between Selwyn and Waimakariri.

The share of employment by industry in Christchurch City is highly aligned with the national economy, meaning there are no particular specialisations in the city in employment terms. This reflects the highly diversified nature of our economy.

Our unemployment rate is sitting around the national average. People identifying as Māori, Pacifica or Middle Eastern/African/South American have significantly higher rates of unemployment in Greater Christchurch than those who identify as European or Asian, although this difference is smaller than other major urban areas in Aotearoa New Zealand.

Employment Distribution in Greater Christchurch, 2020

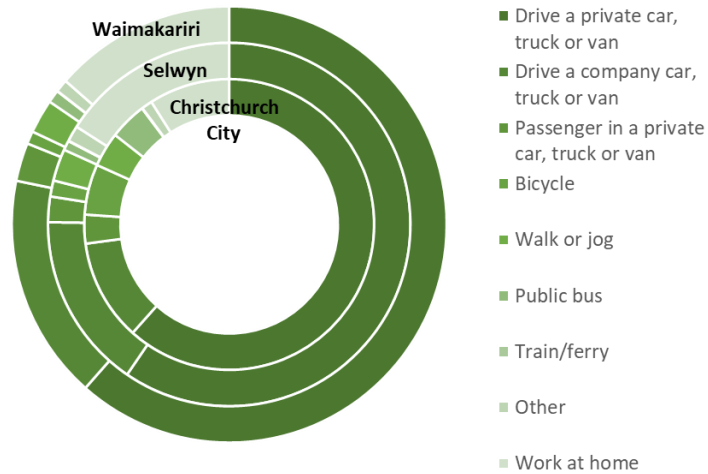


# Access and mobility

## Travel patterns and behaviours

Around three quarters of commuter trips in Greater Christchurch in 2018 was as a driver of a private or company vehicle, with this proportion slightly higher for Selwyn and Waimakariri compared with Christchurch City. The prevalence of working from home is also higher in Selwyn and Waimakariri.

Mode of Transport by TA, 2018 Census

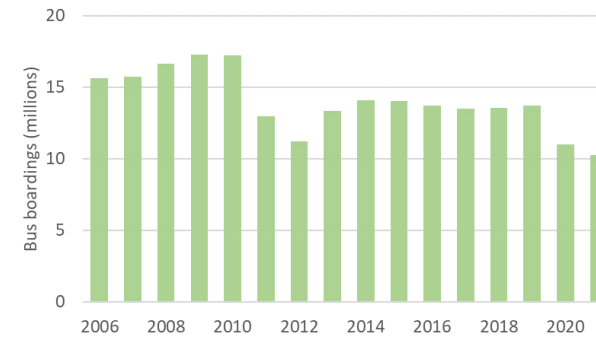


There has also been an increase in transport costs in Christchurch when compared to the rest of Aotearoa New Zealand. This is likely due to a range of reasons, including changes to our urban form over the last decade resulting in greater reliance on private vehicles, which have a higher total cost (including external societal costs) per kilometre than public and active transport.

While congestion is not currently as significant problem in Greater Christchurch as in other main urban areas, population growth with our existing urban form, patterns of growth and travel choices will result in a significant increase in congestion.

Shifting our dominant mode of transport away from private vehicles towards public and active transport will require improvements in public transport frequency and coverage and improved cycle infrastructure, as well as measures that encourage people to change their behaviour and transport choices. An urban form which enables people to live close to their employment, education and the services which provide for their daily needs is critical to support a shift in transport modes away from the private vehicle.

Public transport bus boardings (millions), 2006-2021

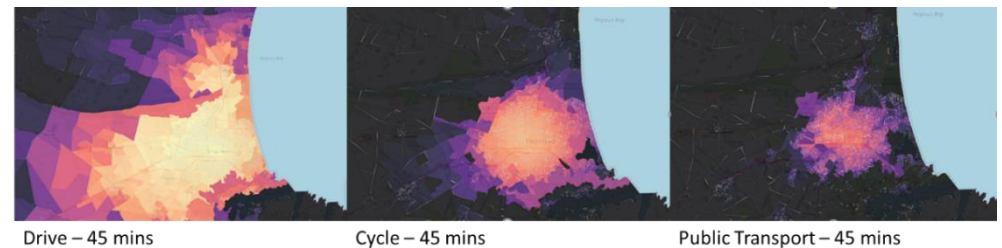


## Accessibility

The number of jobs that are accessible within 45 minutes by different transport modes highlights that if you have access to a private vehicle – and choose to use it – then you can access nearly all of the jobs in Greater Christchurch within a 45 minute drive wherever you live in the sub-region.

This is in contrast to the accessibility by public transport in Greater Christchurch, which provides good access to jobs in the Central City, but provides less accessibility, particularly for outlying suburbs and employment centres, smaller townships and more rural areas. Cycling provides slightly better accessibility than public transport, although again significantly less than the accessibility by private vehicle. The greater level of access afforded by private vehicles by the transport system in Greater Christchurch significantly impacts our travel choices.

Jobs accessible within 45 minutes by private vehicle, public transport and cycle in Greater Christchurch



### Private vehicles

Based on forecast travel patterns, vehicle kilometres travelled (VKT) in Greater Christchurch is expected to increase over 2018 levels by more than 30% by 2038. This is in the context of the target in the emerging Aotearoa New Zealand Emissions Reduction Plan for VKT by cars and light vehicles to reduce by 20% by 2035, with likely greater reductions required in major urban areas. Travelling by private vehicles has major implications for our safety, amenity, economic productivity and natural environment.

### Public transport

Public transport has relatively low use in Greater Christchurch compared to other modes. Our public transport system services about 2.5% of peak hour travel demand, which equated to 13.5 million passenger trips per year in 2019. Patronage peaked at 17.2 million trips per year in 2010 before dropping sharply after the earthquakes. Patronage in Greater Christchurch has stabilised in recent years, but still well below the levels experienced prior to the earthquakes. Consistent with other urban areas, COVID has reduced demand to public transport in the last few years, with only 11 million passenger trips in 2021.

### Cycling

Christchurch is known as Aotearoa New Zealand's cycling city. About 6% of people in Christchurch City used a bicycle as their main means to travel to work in 2018, while 9% used a bicycle as their main means to travel to education. Significant investment has taken place in Greater Christchurch to build major cycle routes connecting the city and districts, as well as urban cycleways, to help ensure people can cycle more safely. This has contributed to a significant increase in cycling in Greater Christchurch in recent years.

### Freight

Greater Christchurch is an important freight hub for Waitaha / Canterbury and Te Waipounamu / South Island, with Christchurch International Airport, the Port of Lyttelton and inland ports acting as gateways for the movement of produce and people. Greater Christchurch is also a strategic transport hub for Aotearoa New Zealand, with the country's second largest airport and three largest seaport.

Our strategic road and rail networks also play a key role in the distribution of freight.

Trucks are a big contributor to road transport emissions. The volume of freight is forecast to increase while our freight network remains highly road dependent.





## In summary

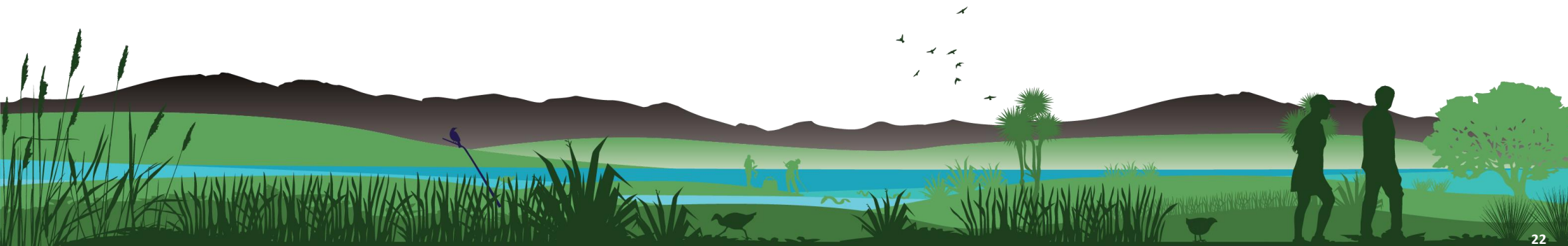
With a population of over 500,000, Greater Christchurch is Aotearoa New Zealand's second largest urban area by population. Our urban area experienced strong population and business growth in the period post the 2010/11 earthquakes and has benefited from significant private and public sector investment over the last decade, particularly through the rebuild of the central city.

Greater Christchurch has a strong foundation to develop a sustainable and modern city which provides high levels of wellbeing for our people and makes a greater contribution to national wellbeing and prosperity:

- We are the primary economic, service and logistics hub for the Te Waipounamu / South Island – home to Aotearoa New Zealand's second largest airport and third largest seaport, four tertiary, six Crown Research Institutes, and a strong and diverse economic base that is strongly inter-connected with the wider regional economy.
- We currently have the most affordable housing of Aotearoa New Zealand's major urban centres, with a lifestyle that is highly valued by our residents.
- The significant investment in modern and resilient infrastructure, civic assets and urban redevelopment post-earthquakes means that Greater Christchurch has capacity to cater for greater economic and population growth.

This foundation gives us a strong base to address the following challenges through partnership of local government, mana whenua and central government:

- Greater Christchurch continues to experience strong population growth. Statistics New Zealand projections suggest Greater Christchurch will need to accommodate 30% more people, 77,000 more households, over the next 30 years. If Greater Christchurch continues to grow at the rate of the previous 15 years, then the urban area could have a population of 700,000 within the next 25 years and achieve a population of one million people within the next 60 years.
- Greater Christchurch's employment and housing is relatively dispersed, with this becoming more acute following the 2010/11 earthquakes.
- Our urban form has amongst the highest dependency on private motor vehicles for transport of the main urban areas in Aotearoa New Zealand.
- Housing affordability, while still relatively good in comparison to other major urban areas in Aotearoa New Zealand, has declined significantly over the past two years with low income households particularly impacted.
- The performance of Greater Christchurch's economy in terms of productivity is relatively poor given its economic strengths and assets, and economic role in the Te Waipounamu / South Island.
- Greater Christchurch is the most exposed urban area in Aotearoa New Zealand to coastal inundation and flooding due to climate change, and this will affect some of the most vulnerable communities more significantly. Many of our natural habitats have been lost and are vulnerable, with urban rivers impacted by pollution and low levels of indigenous biodiversity.



# Strategic context

## Strategic framework for the spatial plan

The development of the spatial plan will be guided by a strategic framework describing 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. The decisions we make about how Greater Christchurch will grow and change over the next 30 plus years will be made in the context of giving effect to this strategic framework.

The strategic framework also identifies the key opportunities we have through the spatial plan to address our priorities and contribute to our desired outcomes for Greater Christchurch. These opportunities essentially represent the key ways we can close the gap between our current state and our desired future state through the spatial plan. They are discussed in further detail in the following section. The strategic framework for the spatial plan is shown overleaf.

### Outcomes

Greater Christchurch 2050 is being produced by the Greater Christchurch Partnership to provide a new strategic framework and plan to improve intergenerational wellbeing in Greater Christchurch.

The emerging strategic framework for Greater Christchurch 2050 provides a Kaupapa for Greater Christchurch of Tiaki Tāngata, Tiaki Whenua – care for the people, care for the land which recognises the inter-relationship between people and nature that underpins a focus on intergenerational wellbeing and positions Greater Christchurch to be a place that supports the wellbeing of future generations. The set of outcomes define where we want Greater Christchurch to be in 2050 in the context of this Kaupapa.

This set of outcomes are included in the strategic framework for the spatial plan to define our aspirations for the future of Greater Christchurch.

### Priorities

Urban Growth Partnerships have been set up between central government, local government and iwi across Aotearoa New Zealand to deliver the objectives of the Urban Growth Agenda.

The priorities for the Greater Christchurch Urban Growth Partnership strongly align with the objectives of the Urban Growth Agenda, but have been tailored to the particular issues we are facing in Greater Christchurch.

These priorities are included in the strategic framework for the spatial plan to define those key issues we need to start to address now to ensure we can realise our desired future for Greater Christchurch.



# 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*

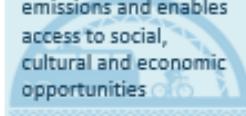
#### Opportunity #1

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



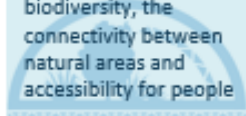
#### Opportunity #2

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





# Our opportunities



## #1: Support thriving communities with diverse and affordable housing

### Opportunity statement

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

### Why do we need to change?

Christchurch's housing market has started to move towards more compact forms of urban living, primarily in the inner city and in some of the city's new growth areas. However, the market is not yet fully matured in terms of higher density housing.

Meanwhile, Selwyn and Waimakariri have experienced rapid population growth over the last decade, fuelled by internal migration. Detached dwellings continue to be the preferred housing typology in suburban areas in the districts and city.

The availability of shovel ready greenfield land has enabled the market to deliver new housing that is relatively affordable for middle to high income households, especially when compared with other parts of the country. However, the market is not currently delivering enough affordable housing options for lower income households in Greater Christchurch.

As a result, the number of households with acute housing need is increasing with a lack of affordable and public housing projected over the next 30 years. Māori also observe limited or no housing options that have been designed and developed to meet the needs of whānau.

The projected changes to our demographics and household composition over the next 30 years will also create a shift in demand for housing, health care, social and community facilities. The accessibility of these services and amenities will have an influence on lifestyle choices in Greater Christchurch.

Currently, around 43% of our households occupy a dwelling with two or more spare bedrooms. This may suggest that older generations currently have little incentive to downsize their larger properties. Subsequently, new families seeking larger properties struggle due to limited supply and rising costs. Younger generations are also priced out of being first time buyers due to limited "property ladder" pathways to ownership.

The provision of a more diverse housing stock at a wider price range and in suitable locations will provide more options for low income households and encourage occupiers to consider adjusting their dwelling to better accommodate their needs as their situation changes.

It would also enable more people to live closer to where they work, be able to walk and cycle to the services they frequently need, and be able to utilise public transport to satisfy most of their travel needs. Such changes would help reduce our overall travel costs and transport emissions.

### What do we need to do?

- Incentivise and accelerate housing developments in locations that are able to deliver a range of housing types and contribute to good quality living in well-functioning urban environments.
- Actively seek opportunities to provide or advocate for amenities, including key community facilities, supermarkets, health care, education and green spaces, close to new communities and in neighbourhoods where there are gaps.
- Provide for kāinga nohoanga with the required infrastructure and where this includes amenities by Māori for Māori.
- Identify land to create new and attractive development opportunities through investments in infrastructure, flood management, ground conditions or equivalent.



## #2: Prioritise more sustainable modes of travel



### Opportunity statement

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.

### Why do we need to change?

There is an opportunity to evaluate and change our current travel behaviours to be more sustainable.

Greater Christchurch's current settlement pattern of dispersed housing and employment has encouraged high levels of private vehicle use, as demonstrated by our commuting patterns. This situation has been exacerbated by a large proportion of our recent new housing supply being detached dwellings in greenfield suburban areas located on our urban periphery.

These trends have contributed to our low uptake of public transport. Our public transport system is currently not competitive against journeys made using private vehicles. Public transport patronage remains lower than our pre-earthquake levels.

This all signals a misalignment between our goals in Greater Christchurch for housing supply and affordability, and those we have for a sustainable urban form and emissions reduction.

Greater Christchurch is also a key freight hub for Waitaha / Canterbury and Te Waipounamu / South Island, with the Port of Lyttleton, Christchurch International Airport, and a number of inland ports acting as major transport gateways.

The strategic road and rail networks play a key role in the distribution of freight within Greater Christchurch, as well as to neighbouring regions and the rest of Aotearoa New Zealand. Effective accommodation of growing and changing demands for freight transport will be important for economic sustainability and prosperity over the coming decades.

Our current forecast of travel demands in Greater Christchurch shows an increasing trend that does not align with the emerging national emissions reduction targets.

A realistic and feasible pathway that contributes to the emerging national targets for reducing vehicle kilometres travelled by cars and light vehicles by 20% by 2035, and reducing emissions from freight transport by 25% by 2035, is considered highly important for Greater Christchurch.

### What do we need to do?

- Accelerate higher density housing options at locations close to key urban destinations and public transport hubs.
- Identify opportunities to provide better transport connections to Māori Reserve land.
- Make best use of the existing transport network by prioritising active and public transport movements, and provide access to public transport that connects people to key urban destinations.
- Enable consolidated ways for people and goods to travel, such as mass rapid transit, distribution centres, rail freight or coastal shipping, which have the potential to be decarbonised at scale.



## #3: Restore and enhance the natural environment

### Opportunity statement

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.

### Why do we need to change?

The natural environment of Greater Christchurch has been modified and degraded through land use development for food production, farming and urban development. There has been a significant loss of habitat and decline in indigenous biodiversity. Waterbodies have been physically altered and water is polluted.

This reduction in the extent and quality of the natural environment has had a significant detrimental effect on manawhenua and their relationship to water and natural resources, particularly with regard to mauri, mahinga kai and cultural wellbeing.

Christchurch has seen a decline in its urban tree canopy cover, due in part to increased residential intensification. There is a risk that more infill development will reduce private green space and further reduce tree coverage. The public realm plays an important role in providing tree canopy and natural habitats.

The communities within Greater Christchurch have expressed a desire for the natural environment to be restored and enhanced to enable people living within urban areas to be more connected to nature and to support human health. We do not wish to see any further decline in the quality of our natural environment due to human activities or any reduction in the level of accessibility to the outdoors.

Green spaces provide important benefits for wellbeing and enhance resilience to the effects of climate change. This includes through improved air quality, regulation of local temperatures and improved water quality. Greater extents of planting assist with management of erosion and enhance soil formation, function and nutrient cycling.



An increase in biodiversity will also positively contribute to the restoration of mahinga kai within Greater Christchurch. Mahinga kai is of great significance to Ngāi Tahu whānui, being intrinsically linked to the continuation, understanding, and passing down of whānau traditions and way of life.

When planning for future urban development and land use change, te ao Māori offers a holistic and integrated approach to using, managing and protecting natural resources, compared with the western approach of prioritising economic use and mitigation or minimisation of effects over the fundamental protection of the environment.

### What do we need

- Actively maintain and introduce new green spaces and natural features in urban environments and enhance indigenous biodiversity within these spaces.
- Enhance and connect blue and green spaces into a network, and link up with the wider region to improve both habitat connectivity and accessibility for people by integrating active travel routes.
- Actively seek suitable ways to protect and enhance assets of ecological significance.
- Actively seek opportunities to maximise the functional elements of green spaces to provide a range of benefits for people, wildlife and the environment, including reducing the impacts of the changing climate.
- Apply te ao Māori principles to urban development to achieve integration with, and provide for the enhancement of the natural environment as part of growth.



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



### Opportunity statement

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.

### Why do we need to change?

Greater Christchurch has many sites and areas of significance to Māori, reflecting the occupation and movement across this landscape by Māori for a thousand years. The recognition of a cultural landscape is important to Ngāi Tahu identity, affirming connections to place and in some instances the opportunity for continuation of cultural practices. Historically, planning has focused on protecting specific sites at the expense of understanding and valuing the relationship of manawhenua to the broader environment.

Similarly, people arriving in Aotearoa New Zealand following colonisation have developed connections with landscapes and sites within Greater Christchurch. These provide the context for understanding our colonial/post-colonial history and are typically recognised through legislative mechanisms relating to particular buildings or individual sites.

Protecting both Māori and European historic heritage contributes to our national identity and provides context to our society and economy. It is important that these values are recognised and provided for as part of Greater Christchurch's development for the benefit of future generations.

The Spatial Plan Partners acknowledge that Papatipu Rūnanga hold rangatiratanga within their respective takiwā and that these takiwā traverse Greater Christchurch. Papatipu Rūnanga have responsibility for resources and protection of tribal interests within their respective takiwā; which includes rangatiratanga of their taonga as well as lands, waters, habitats and species.

Papatipu Rūnanga have assisted the respective Councils in fulfilling their duties to recognise and provide for the relationship of Māori and their culture and traditions with ancestral lands, water, sites, wāhi tapu and wāhi taonga by identifying cultural landscape overlays in the respective district plans.

Wāhi tapu are culturally and spiritually significant to manawhenua history and identity, often being places of particular sacredness or restriction. Wāhi taonga are 'treasured places' with high intrinsic values and are valued for their capacity to shape and sustain the quality of life and provide for the needs of present and future generations.

Ngā Tūranga Tūpuna are broader landscapes within which there are concentrations of a range of culturally significant sites. Ngā Wai encompasses water bodies and their margins and include ngā awa/streams, ngā roto/lakes, ngā hāpua/coastal lagoons, ngā repo/wetlands and ngā puna/springs.

Identifying landscapes not only provides for the protection of wāhi tapu and wāhi taonga, but also the opportunity to integrate te ao Māori as part of the design of future urban development and re-establishing a cultural presence in Greater Christchurch.

### What do we need to do?

- Meet the statutory obligations to Māori as set out in Te Tiriti o Waitangi, the Ngāi Tahu Deed of Settlement 1997, the Ngāi Tahu Claims Settlement Act 1998 and the Resource Management Act 1991.
- Ensure that future development recognises and provides for buildings, sites and areas important to recognising and appreciating the history and development of Greater Christchurch through and post-colonisation.
- Actively seek suitable ways to protect, enhance and appropriately manage landscapes and sites of cultural significance.
- Improve opportunities for people to physically and spiritually connect with places of significance without regulatory barriers.



## #5: Reduce risks from hazards and climate change

### Opportunity statement

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

### Why do we need to change?

Greater Christchurch faces significant impacts from natural hazards, both now and in the future. Our communities live with risks from earthquakes, floods, tsunamis, landslides, storms, heat waves and snowfall, and a number of these hazards will be exacerbated by our changing climate.

We have some of the most vulnerable urban areas in the country to flooding and sea level rise, with communities in the low-lying eastern areas of Christchurch and along the coast being particularly exposed. Essential infrastructure is also at risk with possible disruptions to power, transport and water supply during extreme events. These impacts could impose serious consequences on human health, livelihoods, assets and the liveability of places.

There are significant economic advantages of us taking an early and planned approach to managing known risks. Our recent history with the devastating series of earthquakes has increased our awareness of the need to be proactive in understanding and planning for natural hazards and the associated risks to people and property.

The decisions made now on the location and form of our urban areas will influence patterns of exposure and vulnerability to natural hazards over the coming decades.



We can reduce some of our risks to natural hazards in Greater Christchurch by directing growth away from our most hazardous locations, investing in infrastructure that reduces exposure, and adapting our urban areas by incorporating functional elements into our blue and green networks that help control the flow of water, reduce flooding and reduce temperatures on hot days.

### What do we need to do?

- Identify suitable land using risk sensitive land use planning to create new and attractive housing and business development opportunities, with investments in infrastructure, flood management, ground conditions or equivalent.
- Actively restrict inappropriate development in areas prone to hazards to reduce the chances of people being unnecessarily exposed to severe events.
- Identify sustainable interventions to protect people and assets from future harms related to climate change, such as opportunities for strategic flood risk management solutions, connectivity to the blue and green networks, land use management planning, and three waters provision.
- Continue to support local climate change adaptation efforts.





## #6: Provide space for businesses and the economy to prosper



### Opportunity statement

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

### Why do we need to change?

Our changing climate, technological advancements and demographic changes will affect our economy and employment over the next 30 years. Being knowledgeable of the trends, incentivising an acceleration of our pathway to a more sustainable future, and identifying where and what facilities we may require will empower our businesses to better adapt and change.

Greater Christchurch is the gateway to Waitaha / Canterbury and Te Waipounamu / South Island. We are a logistics and services hub, have the second largest manufacturing and tech sectors in Aotearoa New Zealand, and are a hub of quality health and education facilities that support the wellbeing of a large population.

The agricultural hinterland of Greater Christchurch is a foundation of the region's economy and dominant export base. The region's top exports include dairy, meat and forestry products, and tourism (prior to COVID-19). It is considered important to safeguard our ability to use our highly productive soils for food production purposes.

Goods produced in Waitaha / Canterbury for export are primarily distributed through the Port of Lyttelton, Christchurch International Airport, and the inland ports at Rolleston and Woolston. An efficient and sustainable logistics network is considered critical to our transition to a low emissions future.

Greater Christchurch has the largest hospital in Te Waipounamu / South Island. It is estimated that our health care industry will require a larger workforce and operation due to our ageing population that will significantly shift our health care needs.

There are four tertiary education facilities and six of Aotearoa New Zealand's seven Crown Research Institutes located in Greater Christchurch. These institutions will be key drivers to us creating and adopting innovations, and more sustainable ways for our communities and businesses to operate.

Greater Christchurch's ageing population means that there will be a heavier burden on our working age population in the future to support society and those generating no income, through taxes and spending on infrastructure and services. This will put pressure on our businesses to better utilise our existing labour resource or to enrich the labour market through migration.

### What do we need to do?

- Identify suitable land to create new and attractive business development opportunities, with investments in infrastructure, flood management, ground conditions or equivalent.
- Encourage economic agglomeration and collaboration among business, education and research to improve innovation, productivity and sustainability of our businesses and economy, and adopt more sustainable ways or new operations to accelerate our carbon reduction pathways.
- Enable redevelopment opportunities to repurpose under-utilised land for more efficient and sustainable uses.
- Enable kāinga nohoanga on Māori owned land, recognising the growing scale and importance of the Māori economy.
- Enable logistics operations in accessible locations on or near the strategic transport network, and efficiently integrate with the wider transport network.
- Recognise the value of highly productive soils for food production, and acknowledge the connection between the urban settings and rural activities.

