

Canterbury Regional Policy Statement 2013

Amendments to Chapter 6 and Definitions for Greater Christchurch – October 2020

In September 2020 the Associate Minister for Greater Christchurch Regeneration approved a Proposal, prepared by Regenerate Christchurch, to amend the Canterbury Regional Policy Statement and the Christchurch District Plan using section 71 of the Greater Christchurch Regeneration Act 2016. The amendments provide for the development and operation of commercial film or video production facilities in Christchurch district.

The approval was [gazetted](#) on 15 September 2020 and the changes to the Canterbury Regional Policy Statement took effect on 13 October.

The changes to the Canterbury Regional Policy Statement affect Chapter 6 and the Definitions for Greater Christchurch as shown below. Inserted text is shown in red and is underlined while deletions are shown in red and are struck through.

CHAPTER 6 - RECOVERY AND REBUILDING OF GREATER CHRISTCHURCH

6.3 POLICIES

6.3.1 Development within the Greater Christchurch area

In relation to recovery and rebuilding for Greater Christchurch:

1. give effect to the urban form identified in Map A, which identifies the location and extent of urban development that will support recovery, rebuilding and planning for future growth and infrastructure delivery;
2. give effect to the urban form identified in Map A (page 6-27) by identifying the location and extent of the indicated Key Activity Centres;
3. enable development of existing urban areas and greenfield priority areas, including intensification in appropriate locations, where it supports the recovery of Greater Christchurch;
4. ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on Map A, unless they are otherwise expressly provided for in the CRPS;
5. provide for educational facilities in rural areas in limited circumstances where no other practicable options exist within an urban area;
6. provide for commercial film or video production activities in appropriate commercial, industrial and rural zones within the Christchurch District;
- ~~7~~6. provide for a metropolitan recreation facility at 466-482 Yaldhurst Road; and

- ~~87.~~ avoid development that adversely affects the function and viability of, or public investment in, the Central City and Key Activity Centres.

Principal reasons and explanation

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To ensure that recovery resources are managed efficiently and sustainably, the provisions identify where certain types of development can take place, and where they cannot take place. The provisions also recognise that specific activities are provided for outside of urban areas elsewhere in the CRPS, such as papakāinga housing and marae under Policy 5.3.4; educational facilities where no other practicable options for locating the facility exist; commercial film or video production to support the regional economy and provide employment opportunities; and a metropolitan recreation facility at 466-482 Yaldhurst Road that serves the urban population. It is anticipated that established urban activities located outside of the identified urban area will be able to continue to operate their activities, with any expansion considered on a case-by-case basis.

6.3.5 Integration of land use and infrastructure

Recovery of Greater Christchurch is to be assisted by the integration of land use development with infrastructure by:

1. Identifying priority areas for development to enable reliable forward planning for infrastructure development and delivery;
2. Ensuring that the nature, timing and sequencing of new development are co-ordinated with the development, funding, implementation and operation of transport and other infrastructure in order to:
 - (a) optimise the efficient and affordable provision of both the development and the infrastructure;
 - (b) maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure;
 - (c) protect investment in existing and planned infrastructure; ~~and~~
 - (d) ensure that new commercial film or video production facilities are connected to reticulated water and wastewater systems; and
 - ~~(de)~~ ensure new development does not occur until provision for appropriate infrastructure is in place;
3. Providing that the efficient and effective functioning of infrastructure, including transport corridors, is maintained, and the ability to maintain and upgrade that infrastructure is retained;

4. Only providing for new development that does not affect the efficient operation, use, development, appropriate upgrading and safety of existing strategic infrastructure, including by avoiding noise sensitive activities within the 50dBA Ldn airport noise contour for Christchurch International Airport, unless the activity is within an existing residentially zoned urban area, residential greenfield area identified for Kaiapoi, or residential greenfield priority area identified in Map A (page 6-28) and enabling commercial film or video production activities within the noise contours as a compatible use of this land; and
5. Managing the effects of land use activities on infrastructure, including avoiding activities that have the potential to limit the efficient and effective, provision, operation, maintenance or upgrade of strategic infrastructure and freight hubs.

Principal reasons and explanation

In order to achieve a co-ordinated and efficient recovery, development of urban areas must be integrated with the provision of infrastructure, including ensuring that existing strategic infrastructure can continue to operate efficiently and effectively. Access for freight movements to and from the major ports in Greater Christchurch must be maintained and enhanced, and not compromised by the location of new urban development.

Priority areas for development are generally clustered to the north, west and southwest of existing urban areas. These areas are all close to existing major infrastructure corridors which connect to the growth areas in the north and Waimakariri District, and to the south and on to Selwyn District. The growth areas have been assessed as having the best potential to accommodate residential and business growth through to 2028 whilst achieving a consolidated urban form and an efficient and orderly provision of infrastructure. It is important that timing and sequencing of development are aligned with funding and implementation of infrastructure. It is also important that new commercial film or video production facilities connect to reticulated water and wastewater systems, to avoid demand for water takes in an overallocated zone and to reduce impacts on the natural environment through discharges.

Strategic infrastructure represents an important regional and sometimes national asset that should not be compromised by urban growth and intensification. Strategic infrastructure such as Christchurch International Airport, the Lyttelton Port of Christchurch, the State Highway and strategic road networks and rail corridors is required to support Greater Christchurch's recovery through transporting such things as building materials, equipment and personnel. The locational requirements and existing investment in strategic infrastructure means that it is extremely inefficient for them to relocate, and effects of land use on their operation can significantly reduce efficiency and attractiveness as transport options. The operation of strategic infrastructure can affect the liveability of residential developments in their vicinity, despite the application of practicable mitigation measures to address effects, which in turn exerts pressure on the infrastructure to further mitigate their effects. It is better to instead select development options, including activities such as commercial film or video production which are compatible with the strategic infrastructure, where such reverse sensitivity constraints do not exist.

The only exception to the restriction against residential development within the 50dBA Ldn airport noise contour is provided for at Kaiapoi.

Within Kaiapoi land within the 50dBA Ldn airport noise contour has been provided to offset the displacement of residences as a result of the 2010/2011 earthquakes. This exception is unique to Kaiapoi and also allows for a contiguous and consolidated development of Kaiapoi.

6.4 ANTICIPATED ENVIRONMENTAL RESULTS

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19. Development opportunities for a metropolitan recreation facility at 466-482 Yaldhurst Road are provided for.

20. Commercial film or video production activities are enabled to support the regional economy and provide employment opportunities.

DEFINITIONS FOR GREATER CHRISTCHURCH

<p><u>Commercial film or video production</u></p>	<p><u>means activities and buildings associated with the creation of a film or video product where undertaken by a professional production company but excludes any residential activity. It excludes filming by news organisations, students or private individuals.</u></p>
<p>Noise sensitive activities</p>	<p>means</p> <ul style="list-style-type: none"> • Residential activities other than those in conjunction with rural activities that comply with the rules in the relevant district plan as at 23 August 2008; • Education activities including pre-school places or premises, but not including flight training, trade training or other industry related training facilities located within the Special Purpose (Airport) Zone in the Christchurch District Plan; • Travellers’ accommodation except that which is designed, constructed and operated to a standard that mitigates the effects of noise on occupants; • Hospitals, healthcare facilities and any elderly persons housing or complex. <p><u>But does not include:</u></p> <ul style="list-style-type: none"> • <u>Commercial film or video production activity.</u>