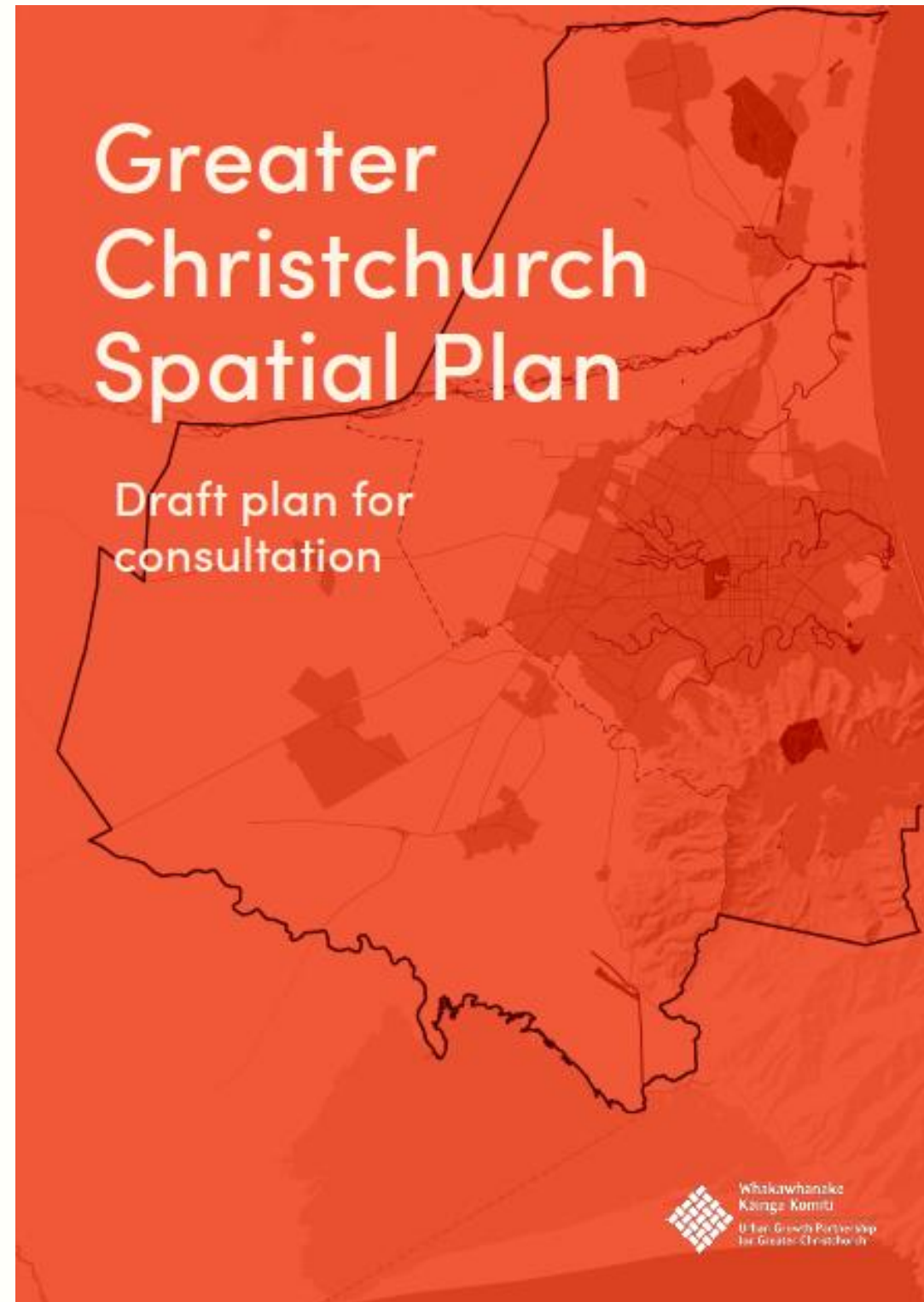


Reporting Officer Summary



Introductions and Purpose

Reporting Officers

Ben Rhodes

George Sariaak

Janice Carter

Rachel McClung

Tammy Phillips

Purpose

- **To provide a summary of the key themes, issues and recommendations of the Reporting Officers**
- **Not every recommendation will be covered.**

Context

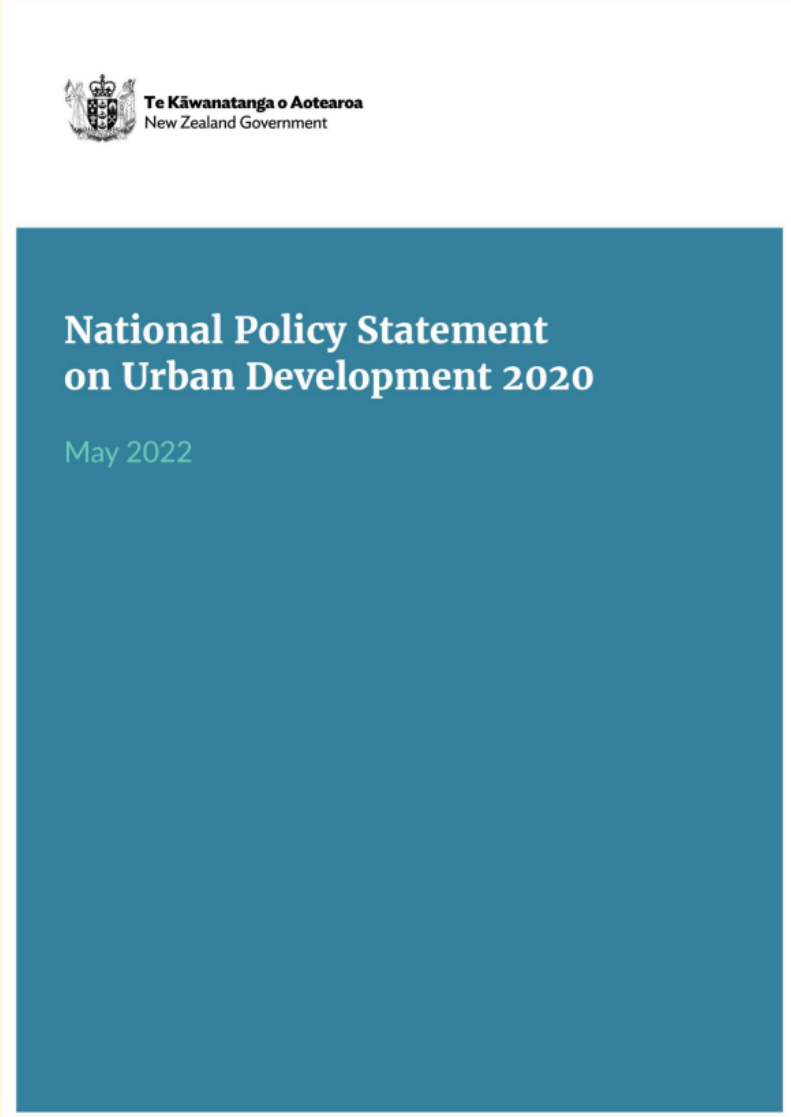
Urban Growth Partnership



**Whakawhanake
Kāinga Komiti**
Urban Growth Partnership
for Greater Christchurch



Future Development Strategy



The process

Huihui mai - February to March 2023

- Over 7000 responses

Drafting of the Spatial Plan

Public consultation - June – July 2023

358 submissions received

- 'Have Your Say' online – report outlines figures around these
- Direct submission – posted or emailed

Submissions coded into key topics / themes to try and follow the format of the draft Spatial Plan

The Officers report responded to these, with the Reporting Officers making recommendations for changes

The Officers Report

Provides background to its development, including:

- linkages to other process
- Its response as an FDS
- A summary of the Huihui mai engagement
- A summary of the consultation and a break down of the submissions that used the 'Have Your Say' submissions

Section 4 of the Report outlines the Reporting Officers recommendations against the themes that came out of the Submissions.

The format of the Officers' report seeks to follow that of the draft Spatial Plan, with themes being considered under the Opportunities as much possible

Recommendations are collated at Appendix 3 and shown in the 'Mark up version at Appendix 4.

The Officers Report

Comments on the draft Spatial Plan traversed a range of issues.

- Key issues addressed include:
 - Historic Heritage
 - Hazard Mapping
 - The use of the term 'avoid'
 - Strategic infrastructure
 - Intensification
 - 'Greenfield' development and growth direction
 - Highly Productive land
 - Priority Development Areas
 - Transportation

This Presentation will work through each of the Opportunities and the key changes recommended by the Reporting Officers

Key moves

- The prosperous development of kāinga nohoanga
- A strengthened network of urban and town centres
- A mass rapid transit system
- A collective focus on unlocking the potential of Priority Areas
- An enhanced and expanded blue-green network





Opportunity 1

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

Section 4.2 of the Officers Report

Key theme of submissions

- A range of comments in support of this Opportunity. However, a key theme was the lack of direction in relation to Historic Heritage

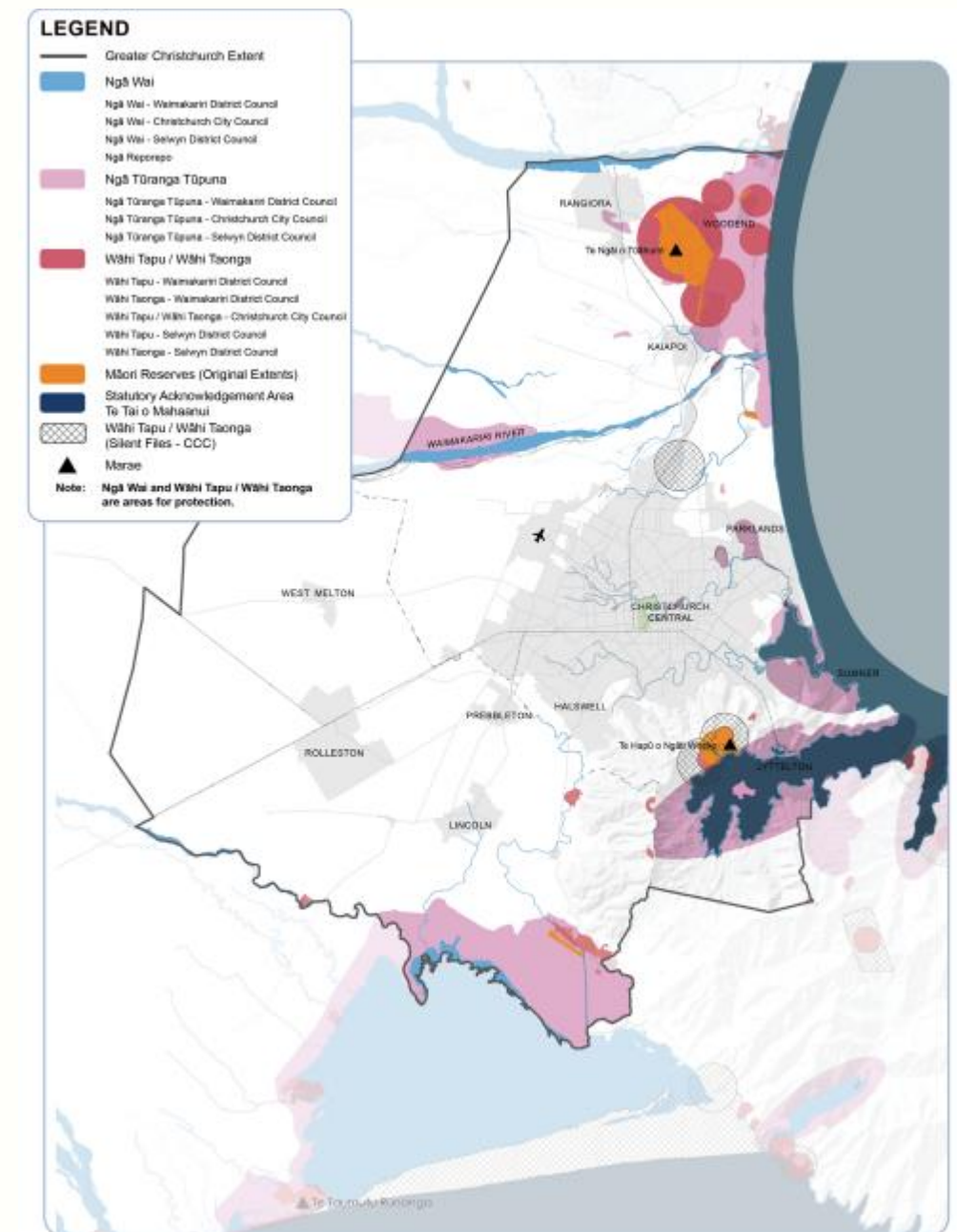
Response

- To add a new direction and related text to Opportunity 1 being:

1.3 Protect, recognise, and restore the historic heritage of Greater Christchurch.

Why

- Opportunity 1 does highlight the need to '*Protect, restore and enhance historic heritage...* However, no further direction is provided in Opportunity 1 regarding European culture.
- Given the response from a number of submitters calling for greater recognition, it is considered appropriate to provide more direction around the protection of historic heritage.
- It reflects the need to protect historical heritage as a matter of national importance in the Resource Management Act 1991 (RMA).





Opportunity 2

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

Section 4.3 of the Officers Report

Key themes of submissions

Many submissions supported focussing growth away from natural hazard locations. However, some submitters:

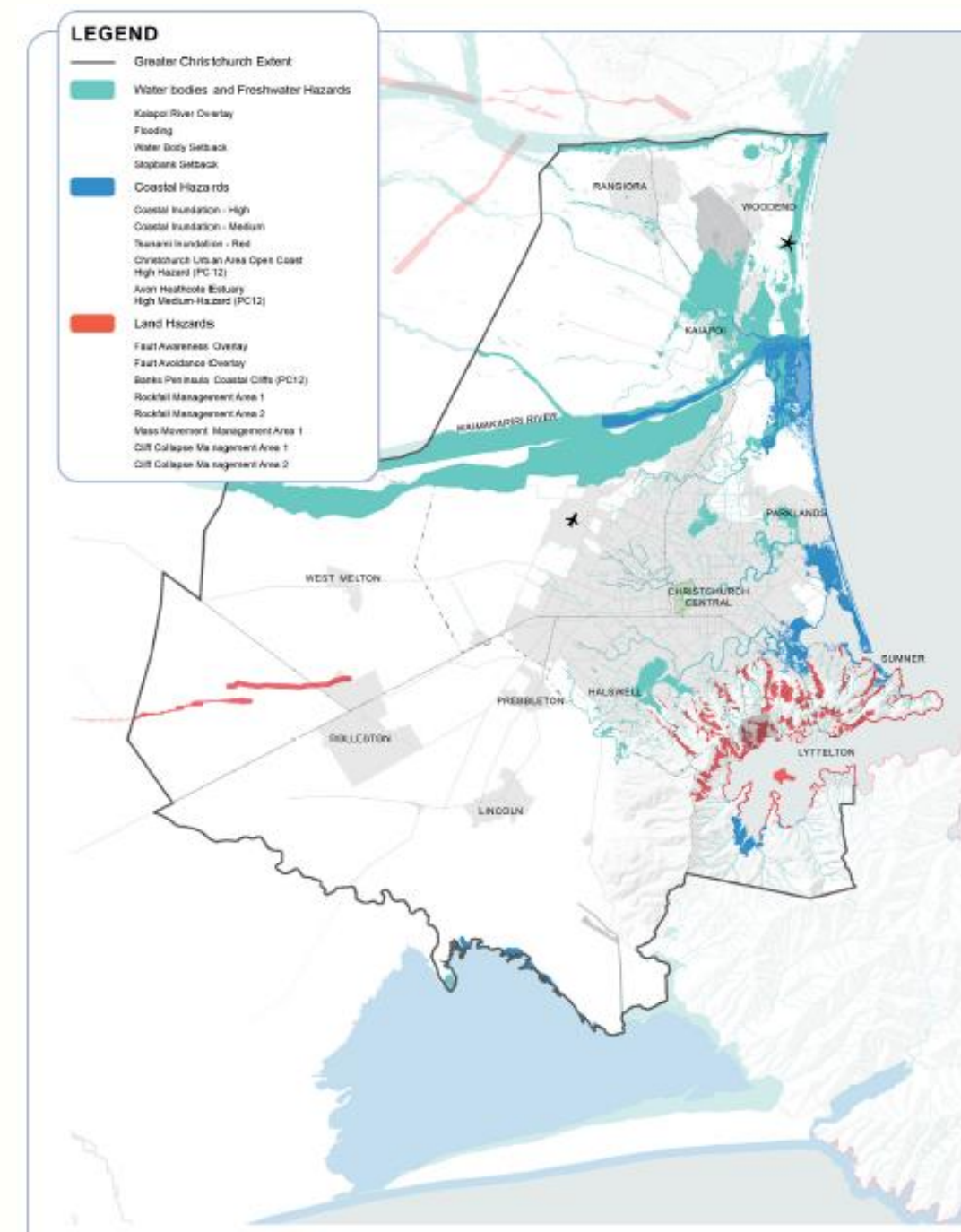
- challenged the existence of climate change;
- disagreed with the inclusion of high-end sea level rise scenarios in technical flood modelling/mapping and its impact on choice of areas for growth/intensification, particularly eastern Christchurch;
- opposed the identification of the coastal suburbs as areas to avoid (page 51, Map 7); and
- expressed concerns about a 'managed retreat approach' in the Spatial Plan.
- indicated that the specific requirements of infrastructure in natural hazard areas should be recognised;
- emphasised the role of the national grid and other renewable energy sources in achieving a key climate change objective to reduce greenhouse gas emissions.

Response – Climate change (Section 4.3.1)

- no changes to the Spatial Plan in respect to climate change scenarios adopted for spatial plan mapping;

Why

- Strong scientific evidence base for climate change demonstrating the distinction between climate change over the Millennia and what is occurring in recent times;
- Clear direction in the legislation, national policy statements and guidance documents to consider climate change in long term land use planning;
- Opportunity to robustly test the sea level rise assumptions in the flood modelling, and its extent, will be provided when the CCC prepares and notifies its proposed coastal hazards plan change.





Opportunity 2

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

Section 4.3 of the Officers Report

Response – Managed Retreat (Section 4.3.3)

- Add a new clause to 'Planning processes currently underway' on page 25 indicating that the CCC is undertaking a coastal hazards adaptation framework with its coastal communities to respond to coastal hazard risks;

Why

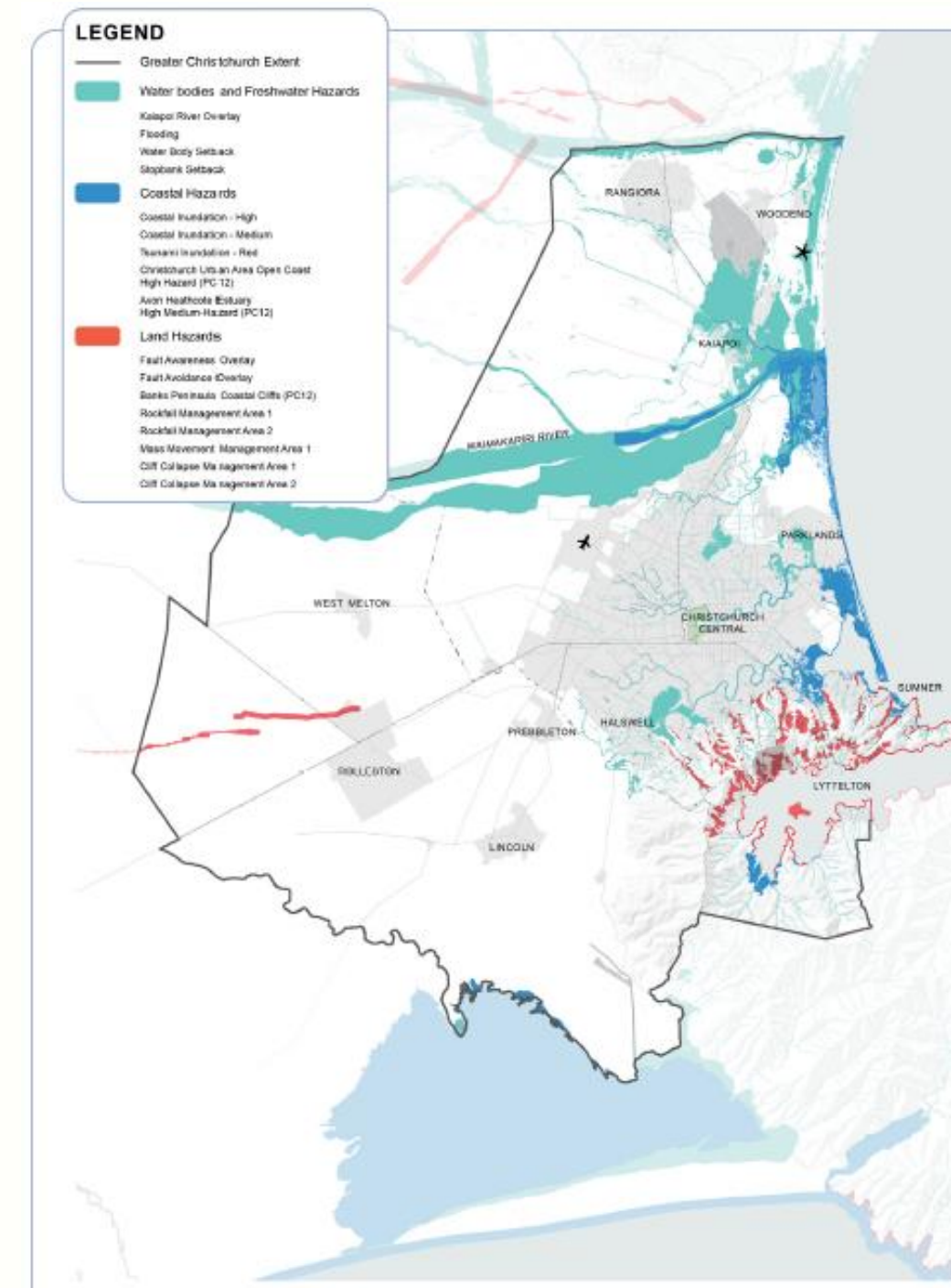
- There are no proposals in the Spatial Plan that would have the impact of down-zoning or reducing development potential in coastal areas. The Spatial Plan instead focusses on areas for urban intensification and greenfield growth.
- CCC is currently engaging with its coastal community and discussions on pathways and tools to respond to coastal hazard risks will occur through that process.

Response - Avoid or mitigate (Section 4.3.4)

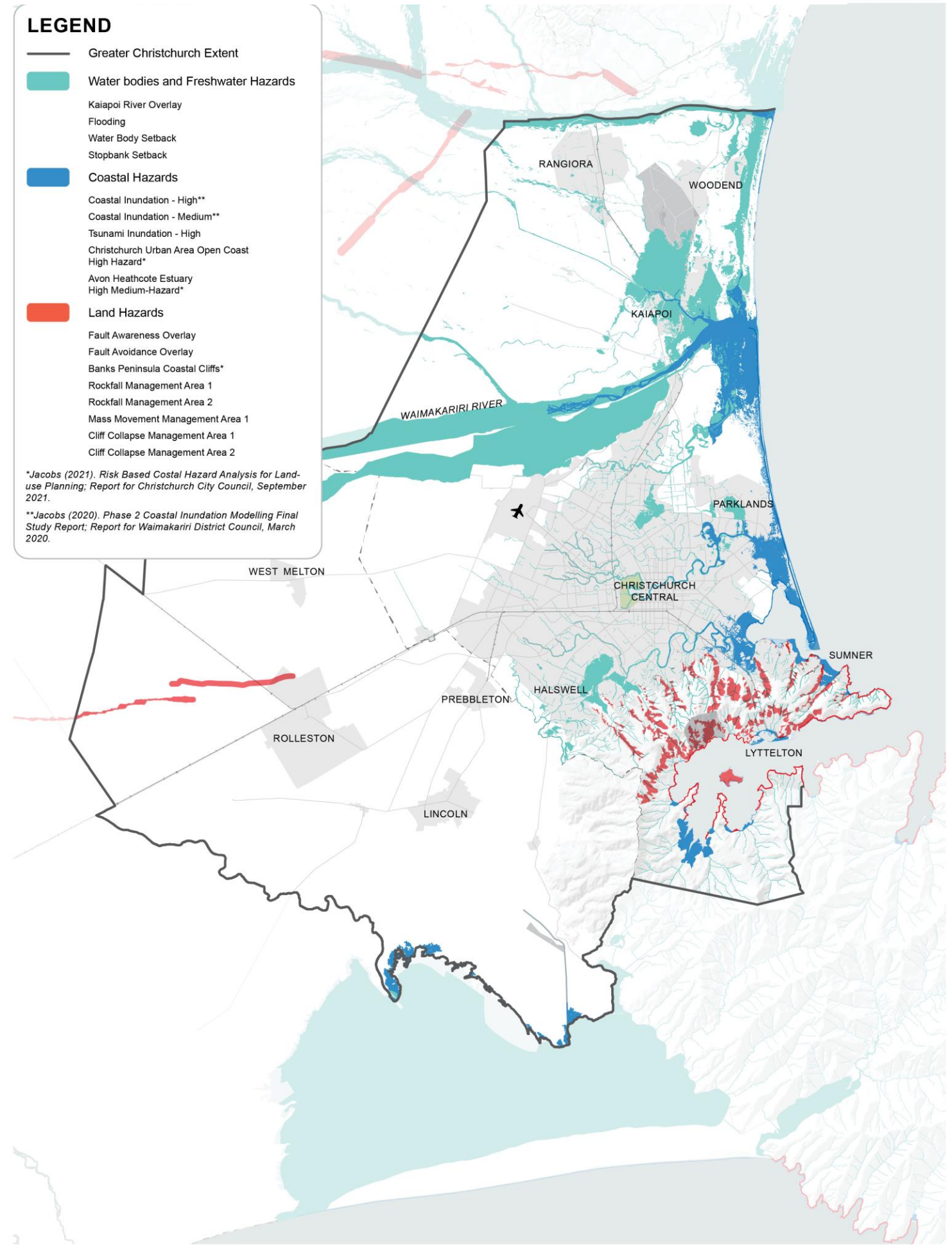
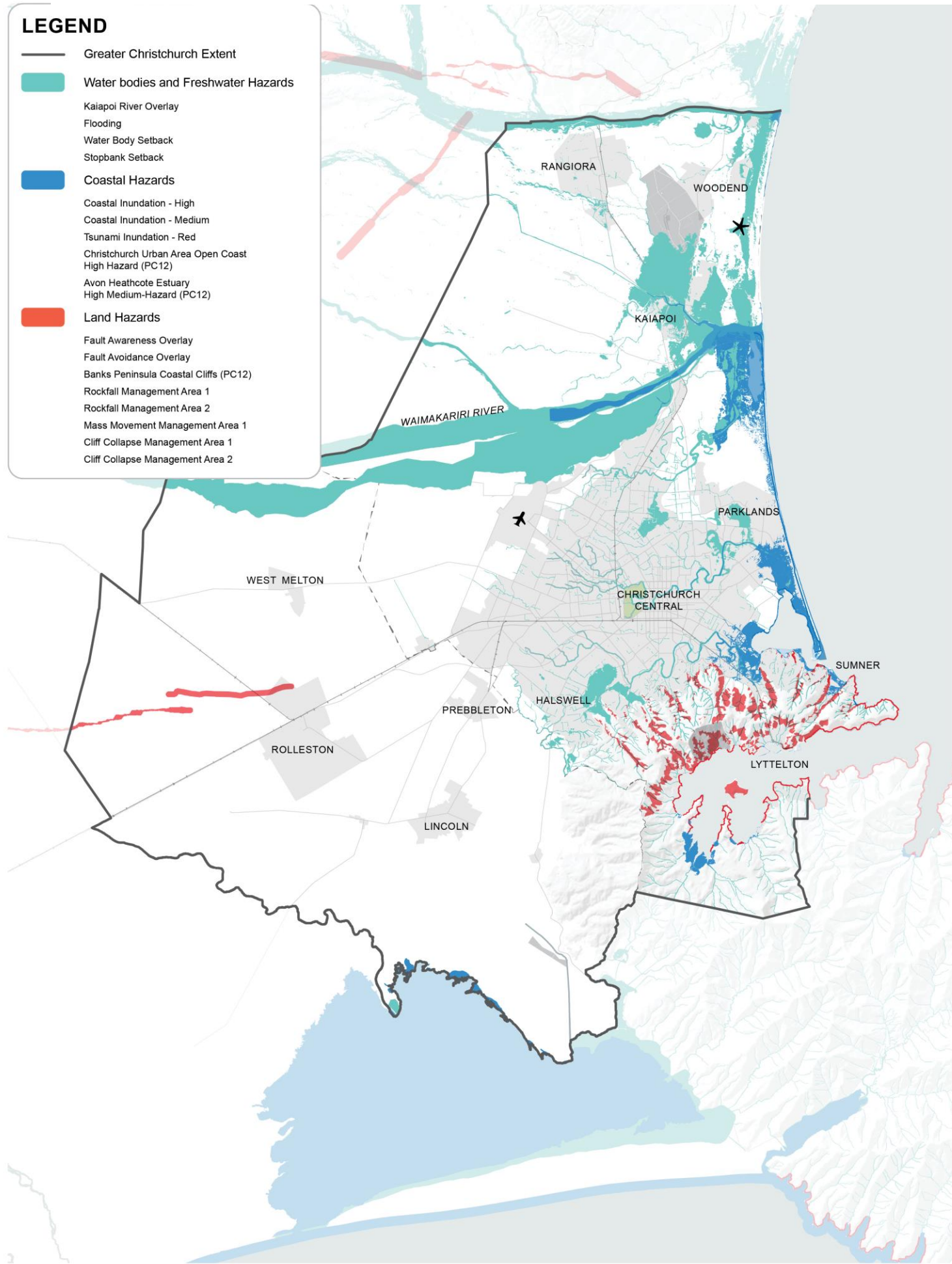
- Amendment to 'Areas to avoid' in Part 1 to 'Areas to avoid or mitigate' and make appropriate consequential changes;

Why

- Mitigation is already implemented in some high hazard areas and provides a valid alternative to 'avoid' when appropriate mitigation is available. It does not prevent an avoid response in district or regional instruments when that is the appropriate policy direction required.



Amendments to Map 7 – Areas subject to natural hazard risks





Opportunity 2

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

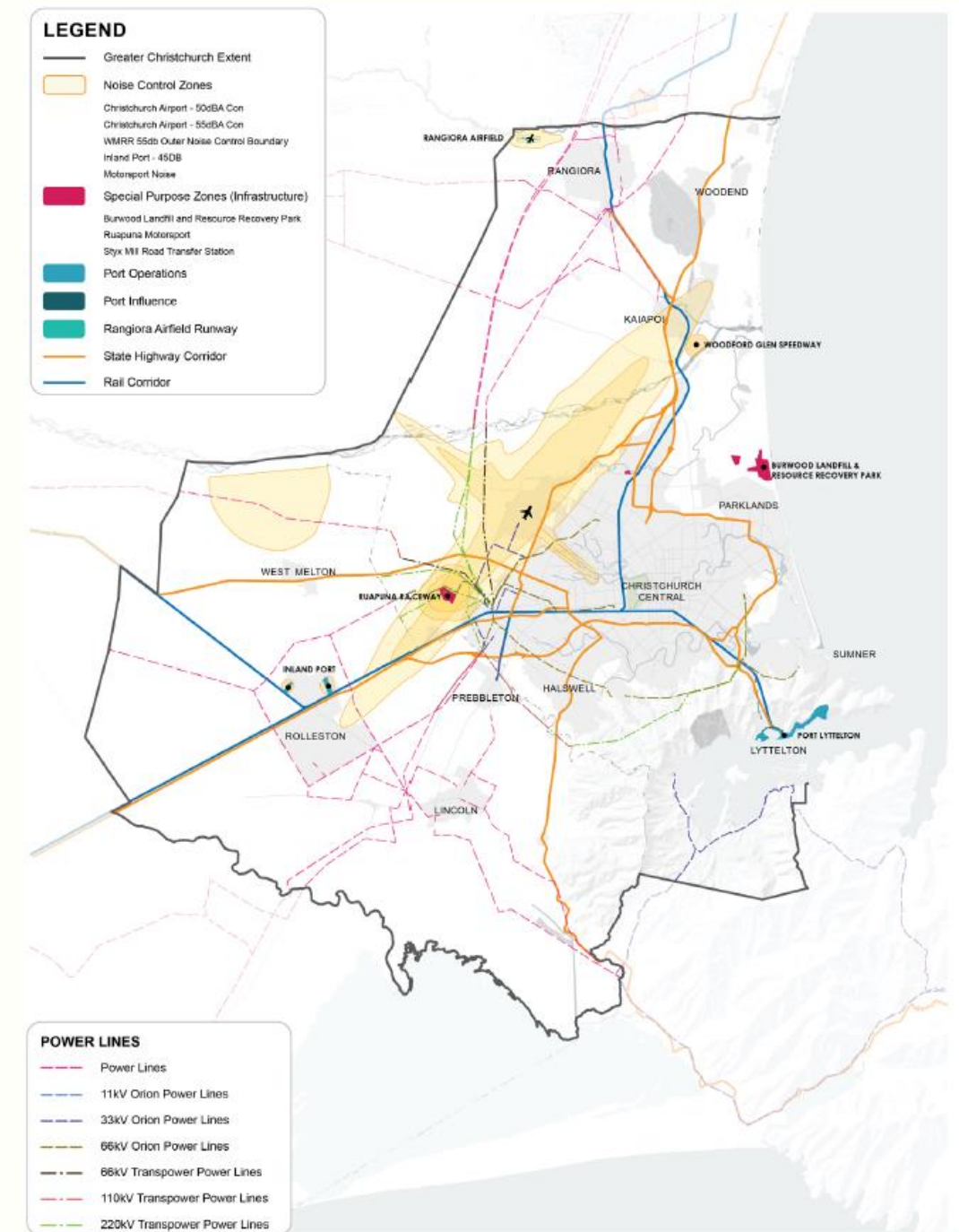
Section 4.3 of the Officers Report

Response - Infrastructure & renewable energy (Section 4.3.5 – 7)

- Amendments to recognise the interrelatedness of infrastructure in natural hazard events and the need for infrastructure to sometimes locate in natural hazard areas;
- The addition of clauses in relation to renewable energy to achieve a low carbon future; and the need to protect the National Grid

Why

- Additional words to recognise the importance of renewable energy to achieve a low carbon future are required as the Spatial Plan currently doesn't explicitly reference the role of renewable energy;
- It is agreed that it is appropriate to recognise in the Spatial Plan that infrastructure sometimes needs to locate in areas of natural hazards to service the community;
- The National Grid will play an important role in the electrification of the economy to reduce greenhouse gas emissions and it is agreed that this requires recognition and protection in the Spatial Plan.





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

Section 4.4 of the Officers Report

[Blue-green network – overview of submissions \(Section 4.4.1 – 4.4.3\)](#)

- Many submitters supported the proposed strategy to maintain and enhance the natural environment. Views expressed through submissions included:
 - Support for the protection and restoration of waterways and/or wetlands
 - Recognition of the benefits of parks and greenspaces and importance of high-quality greenspace, especially in areas with higher residential density
 - Some concern that Direction 3.1 seeks the 'avoidance' of development in areas with significant natural values

[Response:](#)

- Amendments recommended in response to submissions include:
 - The addition of a blue-green network 'Principle' which relates specifically to healthy waterbodies
 - An amendment to Direction 3.1 to refer to the need to protect areas with significant natural values, rather than avoid development
 - Additional wording to reflect the importance of greenspaces being accessible
 - An amendment to acknowledge that improving the quality of the environment may be required in existing as well as proposed higher density areas

[Why](#)

- Direction 3.2, which refers to prioritising the health and wellbeing of water bodies, and in response to submissions supporting protection and restoration of water
- Consistency in terminology used throughout GCSP (protect / avoid)
- Many of the comments received from submitters could usefully inform development of the blue-green network strategy identified in the Joint Work Programme



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

Section 4.4 of the Officers Report

Highly productive land (HPL) – overview of submissions (Section 4.4.4)

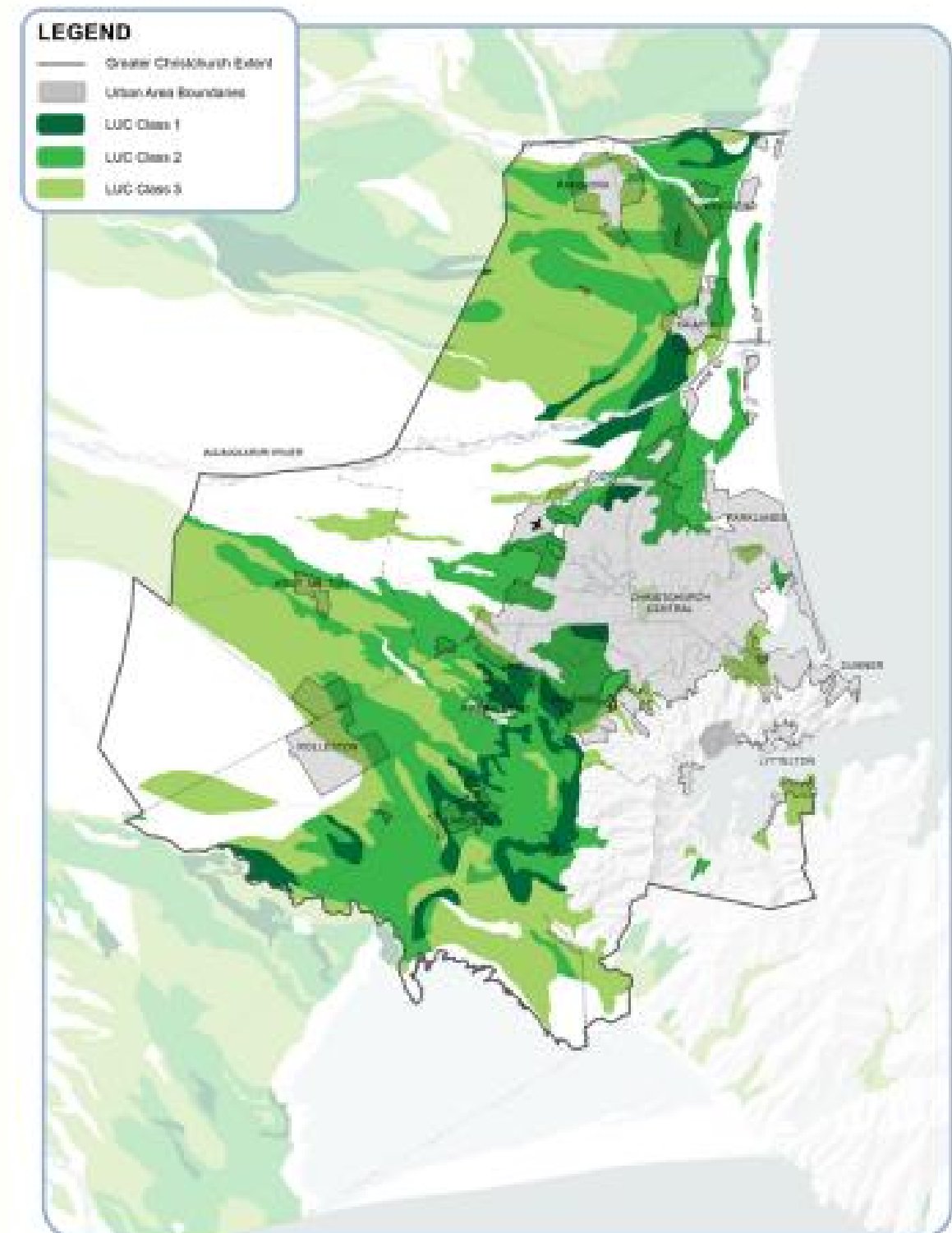
- Wide spectrum of views regarding the approach to HPL
- Some submitters supported the protection of soils to maintain land for farming / growing food
- Others cited impacts on development, the availability of productive soils, and factors that impact on the productivity of land (e.g. fragmentation, irrigation)

Response:

- Changes recommended to Map 12 title and text within the GCSP, to improve clarity:
 - make clear that Map 12 shows LUC 1-3 land, not HPL as per NPS-HPL definition
 - explain the process being undertaken by Ecan to map HPL as part of the CRPS review

Why:

- Officers consider the approach taken in the draft Spatial Plan is appropriate in the context of the NPS-HPL
- Ecan is progressing the mapping of HPL as required by the NPS-HPL, as part of the review of the CRPS – decisions regarding HPL will be a matter considered by Ecan through that process





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

Section 4.4 of the Officers Report

Greenbelt – overview of submissions (Section 4.4.5)

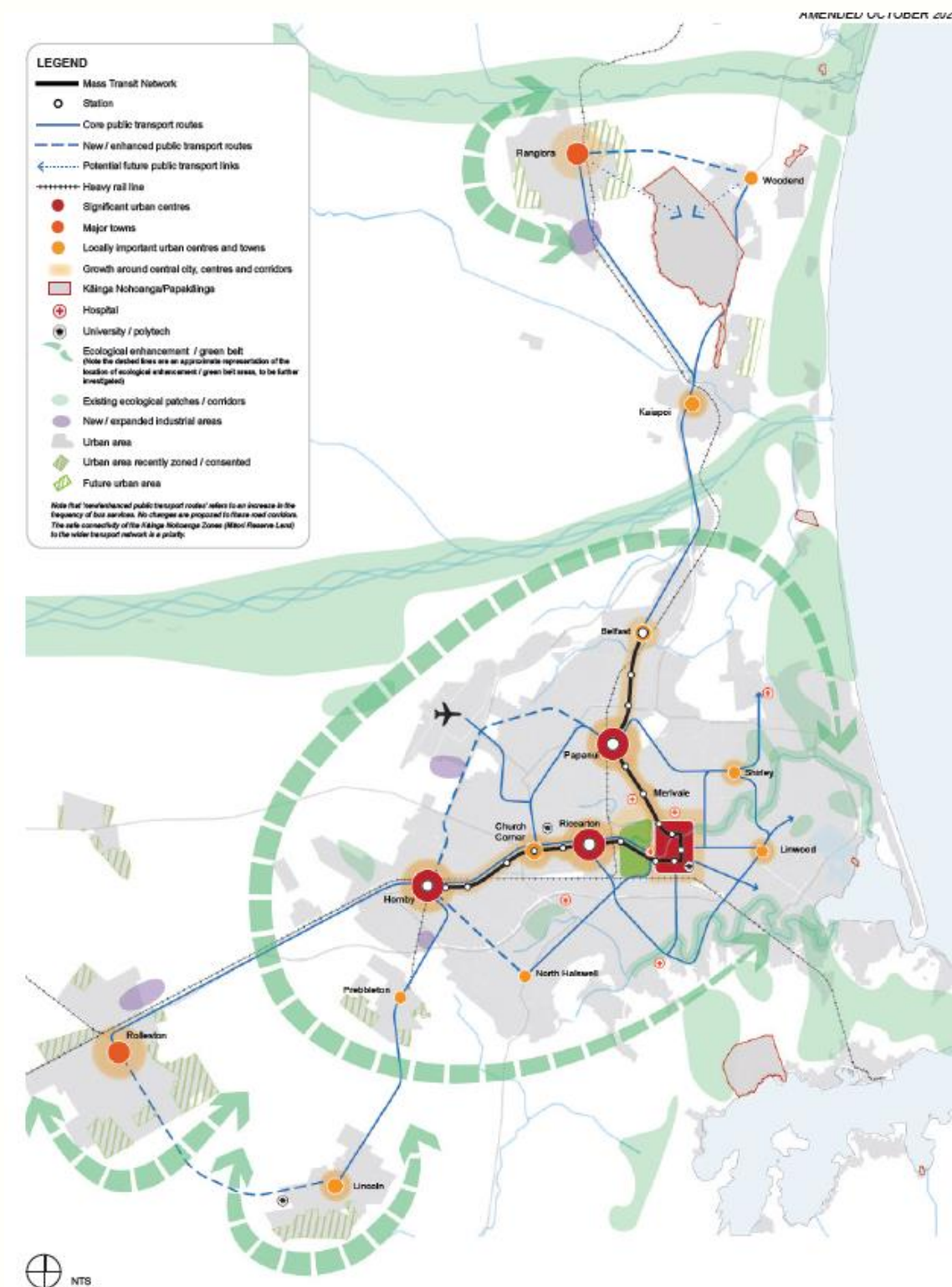
- Many submitters supported the concept of a greenbelt around urban areas. Reasons included the prevention of urban sprawl, protection of HPL, recreation and biodiversity benefits, climate change
- Key reasons submitters did not support the concept included – that it would constrain growth and development and increase land prices, create inflexibility, it's a 'blunt instrument'
- Many comments related to the ways a greenbelt should be planned, designed or implemented
- Some supported the intent but suggested alternative approaches to achieve the outcomes sought

Response:

- The addition of a notation to Maps 2 and 14 is recommended, to highlight that the dashed lines are an approximate representation of the location of ecological enhancement / greenbelt areas, to be further investigated

Why:

- Officers agree that further work is required to investigate the greenbelt concept. This is already signalled in the draft Spatial Plan but the addition of a notation to the maps illustrating the spatial strategy is recommended
- Comments received from submitters could inform the further investigation of the greenbelt concept





Opportunity 4

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

Section 4.5 of the Officer Report

Intensification and Quality Housing (Section 4.5.5)

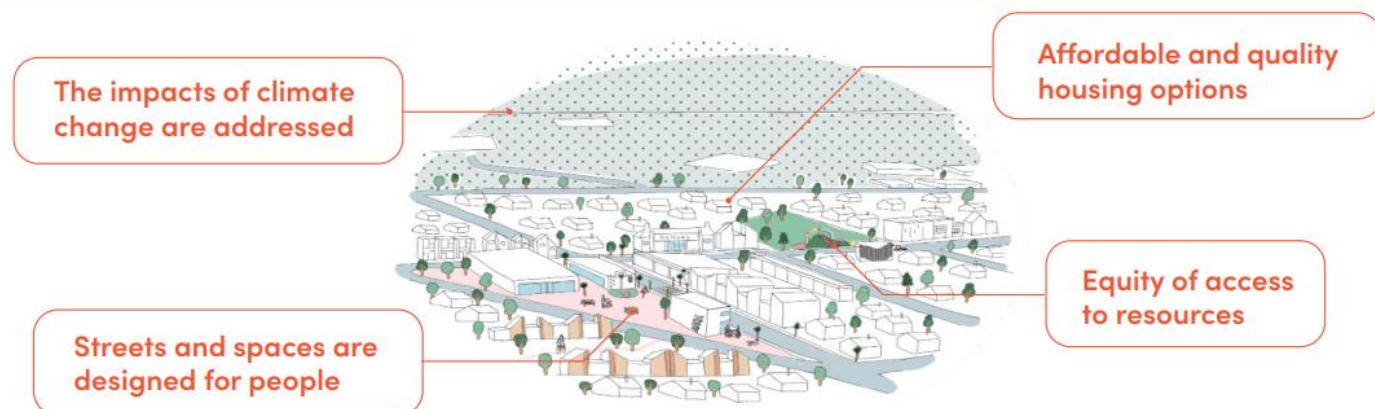
- Submitters often cited, regardless of their overall position, the need for various aspects of design and quality to be achieved in order to meet the needs of people and provide for sufficient liveability.
- Submissions largely mirrored the theme that emerged during the Huihui Mai engagement that many people are open to living at higher densities if planned and designed well. Design and quality of housing is not sufficiently acknowledged by the Spatial Plan.

Response

- To amend Opportunity 4 wording, Direction 4.5 and the purpose of the Joint Housing Action Plan to ensure housing quality is considered alongside other stated objectives for the desired future state.

Why

- Quality housing is a priority of the Whakawhanake Kāinga Komiti, is identified as part of the community aspirations (figure 1 of the Spatial Plan) and aspects of quality emerged strongly through submissions (warm, dry, healthy, safe, secure, accessible, efficient etc)



Opportunity 4

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

Section 4.5 of the Officer Report

Greenfield (Section 4.5.4)

- A number of submitters put forward sites and/or areas for future urban development, either over the long term (to 2051) or beyond.
- Submitters considered that the desired pattern of growth did not appropriately recognise the role of greenfield development providing additional development capacity, housing choice, affordable housing options and contributing to well-function urban environments.

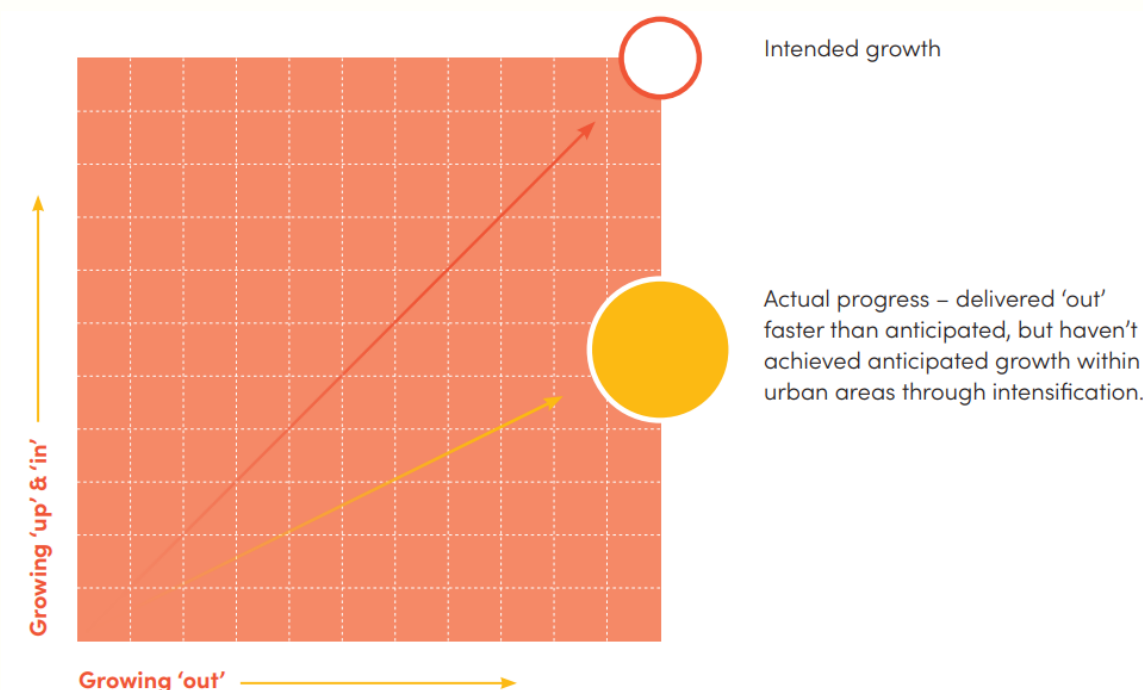
Response

- The consideration of greenfield in the Spatial Plan, including the assertion that additional greenfield will be assessed through other statutory processes (page 72), is considered appropriate given the existing development capacity and the intensification focus of the Spatial Plan.

Why

- Housing development capacity is near-sufficient for the long-term across Greater Christchurch
- There is considerable plan-enabled capacity, so additional greenfield is not required for the long-term
- The shortfall will be met with a modest increase to greenfield minimum densities and through the improvement of feasibility for brownfield development

Type of Growth





Opportunity 4

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

Section 4.5 of the Officer Report

Broad Locations (Section 4.5.3)

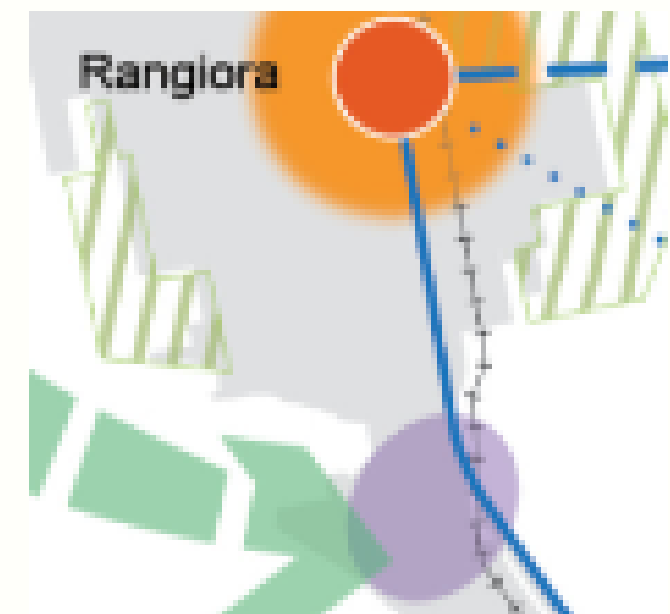
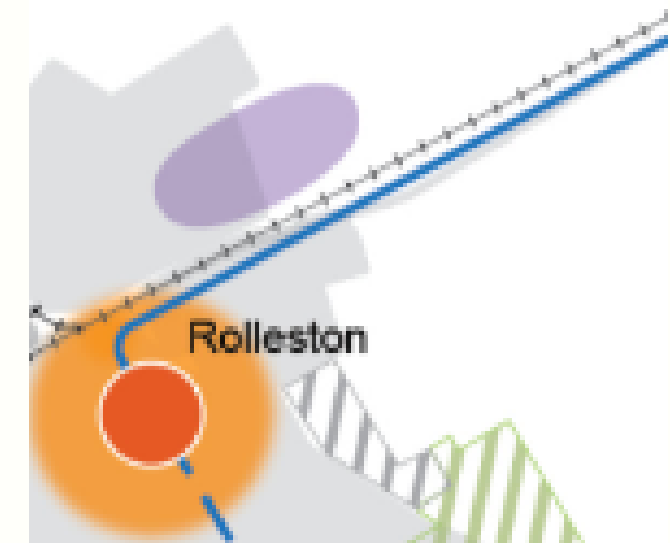
- Submitters considered that the Spatial Plan did not appropriately provide for the future direction of growth including the role of greenfield development beyond 2051.

Response

- Officers' have recommended that greater clarity to the development sector and the Partners on the process for identifying broad locations in the next iteration of the Spatial Plan.

Why

- The descriptions of successful future greenfield (page 72) does not sufficiently direct future broad locations for development, whether greenfield or brownfield.





Opportunity 4

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

Development Capacity

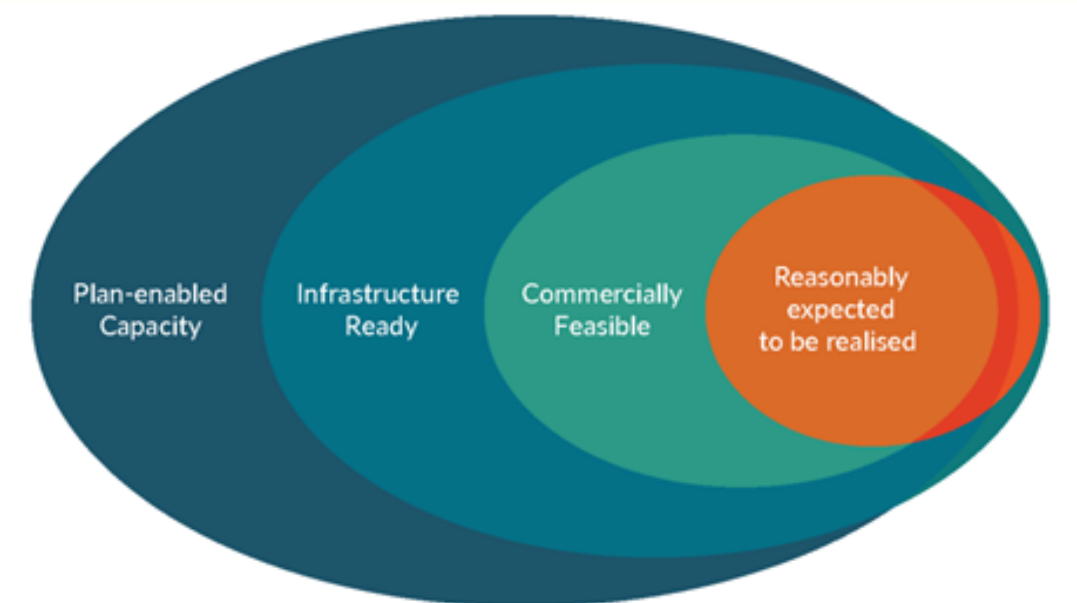
- Submissions were critical of the capacity assessments, on both the assessment of demand and the calculations on the sufficiency of the supply.
- Submitters considered that demand was understated, and supply was overstated with shortfalls more pronounced than recorded in the Business Development Capacity Assessment and Housing Development Capacity Assessment.

Response

- The capacity assessments are considered to be conservative and appropriate for informing the Spatial Plan.
- Directions 4.2 and 5.1 are recommended to be amended to align with the National Policy Statement on Urban Development
- The Partnership is encouraged to pursue greater collaboration with the development sector and ambitious with changes to the methodology for assessing development capacity.
- It is also recommended that monitoring required by the National Policy Statement on Urban Development is included alongside monitoring progress in achieving the opportunities, directions and key moves set out in the Spatial Plan, and implementation of the Joint Work programme.

Why

- Recommended changes were limited to greater alignment with the National Policy Statement on Urban Development and the requirements for a Future Development Strategy and future capacity assessments.





Opportunity 5

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

Section 4.6 of the Officer Report

Key theme of submissions

Opportunity 5 had the least number of responses from submitters. Key themes included:

- Sufficiency of future development capacity
- Appropriately acknowledging strategic infrastructure (port, airport, prisons, electricity networks and telecommunications)
- The strengthened network of urban and town centres
- Recognising the role of research and primary production activities within Greater Christchurch

Key Transport, Energy and Employment Node (Section 4.6.1)

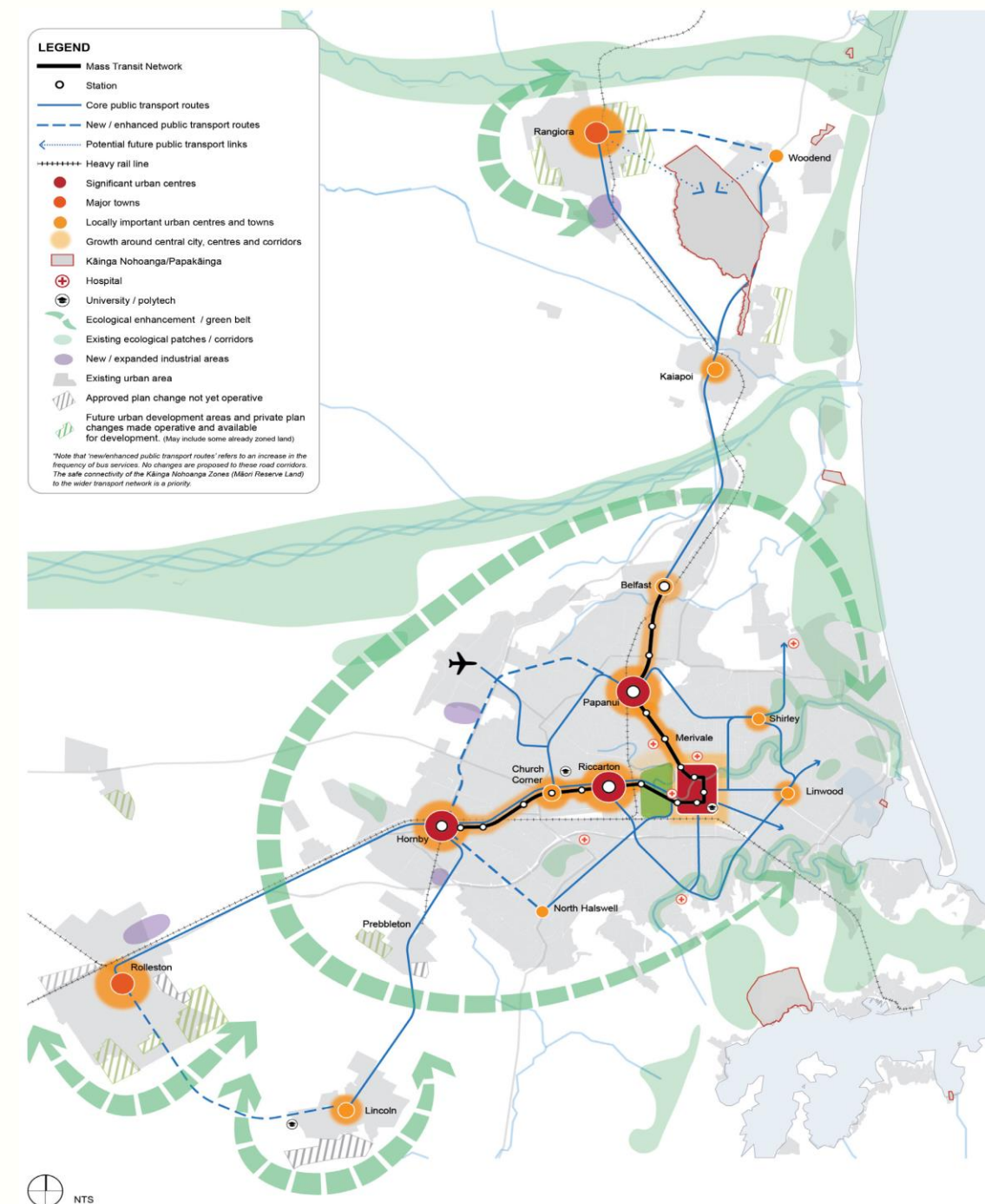
- A 'Key Transport, Energy and Employment Node' (KTEEN) was submitted as being appropriate protection of the Christchurch Airport to facilitate the prosperous development of Greater Christchurch and the South Island.

Response

- No additional centres were recommended to the network of urban and town centres

Why

- The airport is recognised in the draft Spatial Plan as 'Key Business Area'. Although the Airport is important to Greater Christchurch, there are other areas that could arguably be classified as KTEEN and there was not considered a clear need to create bespoke centre name.





Opportunity 5

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

[Recognising the role of research and primary production activities \(Section 4.6.2\)](#)

- A number of submission points raised the need to recognise the role of research and primary production activities, including quarries, within Greater Christchurch while also protecting people from adverse effects.

[Response](#)

- Two new direction 5.4 and 5.5 have been proposed:

5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy.

5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.

[Why](#)

- The need for future greenfield development to be located to minimise its impact on existing permitted or consented primary production activities is reflected in the principles for successful future greenfield development
- The importance of research and primary production, including quarries, to the Greater Christchurch economy is recognised.
- Opportunity 5 does highlight the need to 'Provide space for business and the economy to prosper in a low carbon future'. However, Opportunity 5 and the supporting directions did not address the above issues raised by submitters.

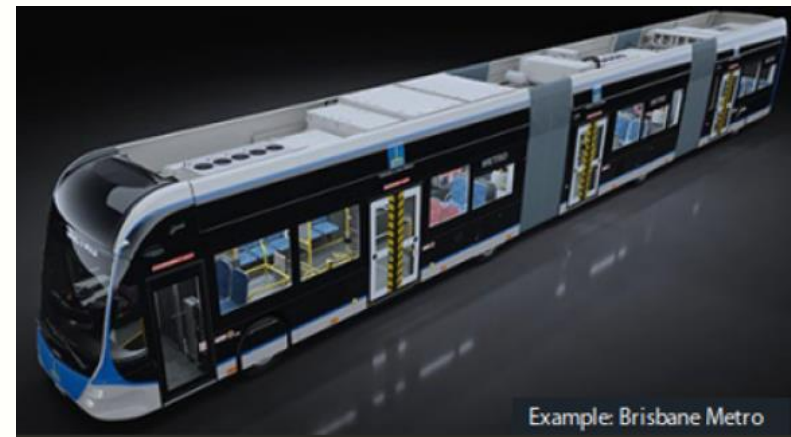
Opportunity 6

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

Section 4.7 of the Officer Report



Example: Sydney Light Rail



Example: Brisbane Metro

Mass Rapid Transit (MRT) (Section 4.7.1)

A number of submission points covered aspects of the proposed MRT system. Key topics included:

- The preferred mode for mass rapid transit, specifically whether heavy rail, trams, buses and light rail could be implemented.
- Alternative or additional options for the route, most commonly requesting the service to extend to the districts or suggesting that the heavy rail route would be a better option and save costs given it already exists.

Response

- No changes were proposed to the draft Spatial Plan based on the comments relating to MRT.

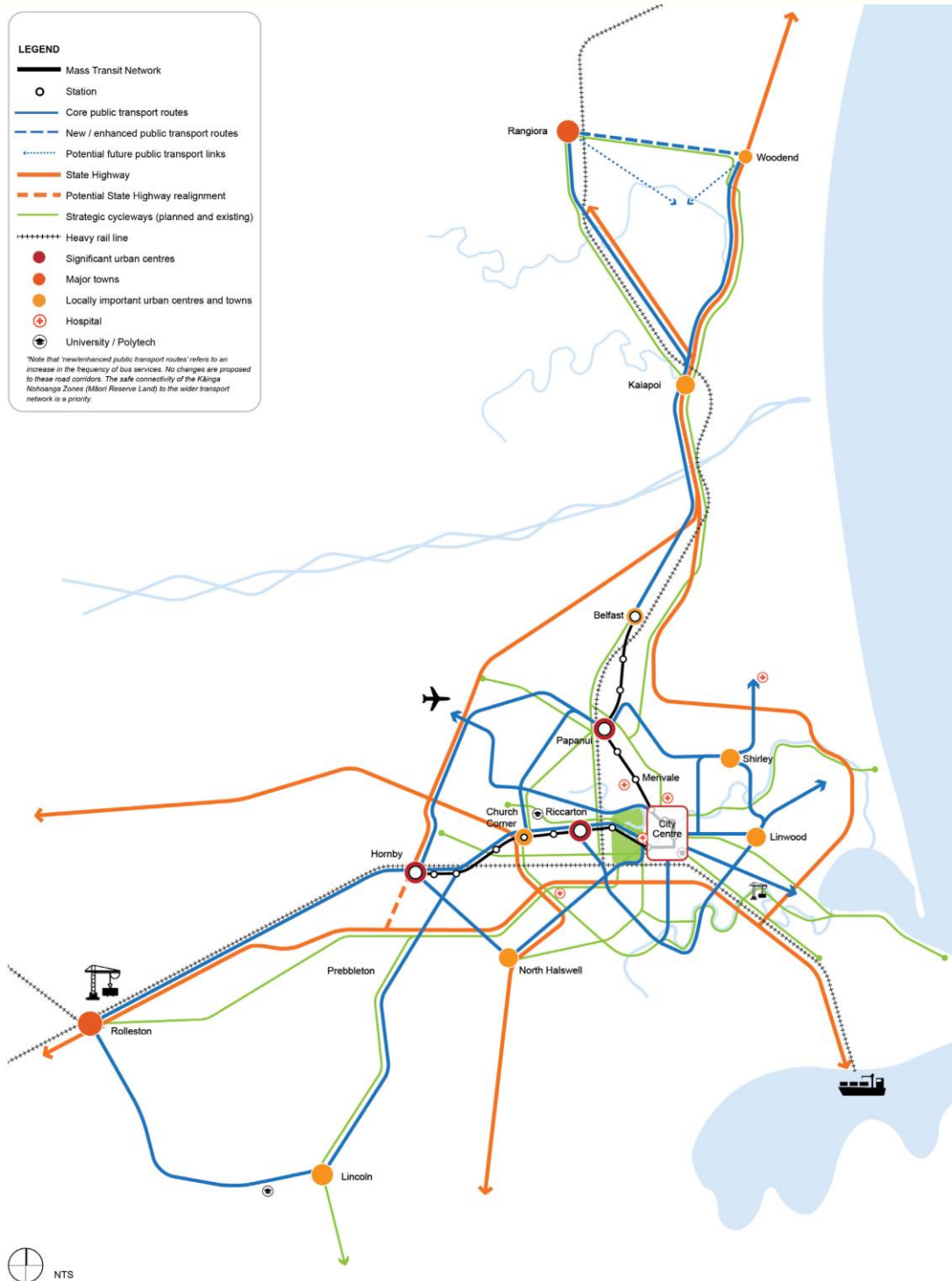
Why

- Mass Rapid Transit Indicative Business Case, completed in parallel with the Spatial Plan, covered most the issues.
- The preferred mode is light rail or bi-articulated buses which have been selected through a comprehensive analysis against other options, including those referenced by submitters
- The route has also been assessed in relation to specific outcomes and the proposed MRT spine from Church Corner to Papanui performed best against other options.
- There are many reasons why the heavy rail corridor is not appropriate for a Mass Rapid Transit System
- The PT Futures work, which is inclusive of MRT and the wider bus network will ensure access to public transport is rolled out to the districts and other parts of Christchurch not directly linked to the MRT system.

Opportunity 6

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

Section 4.7 of the Officer Report



Enhanced access and public transport (Section 4.7.2 - 4)

- Various submitters commented on the need to focus on improving existing public transport services, and ensuring there are reliable and accessible routes for everyone, before focussing on the new MRT system.
- Many submission points focussed on access for the Districts, specifically seeking better quality and more frequent buses, or questioning why MRT couldn't be extended to Rolleston and Rangiora.

Response

- That Opportunity 6 is reworded to ensure it reflects the need for accessible transport choices, so no one is disadvantaged by the transport system.
- No further changes to the transport direction are needed.

Why

- Accessibility is of high importance for the transport system. Transport is an enabler and provides opportunities – social, economic, cultural etc. and a transport system that does not prioritise accessibility may lead to worse outcomes for some parts of the community.
- Existing work on PT Futures covers the whole of network improvements needed to deliver greater choices and achieve broader outcomes
- Connections from Rangiora and Rolleston, including improving express and direct services will be a key feature of the future public transport network, ensuring residents in the districts are not disadvantaged.

Opportunity 6

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

Section 4.7 of the Officer Report



Transporting Freight (Section 4.7.6)

- Some submission points raised the importance of the freight network and the need to ensure freight can move efficiently through the region, without conflict with other transport networks and modes.

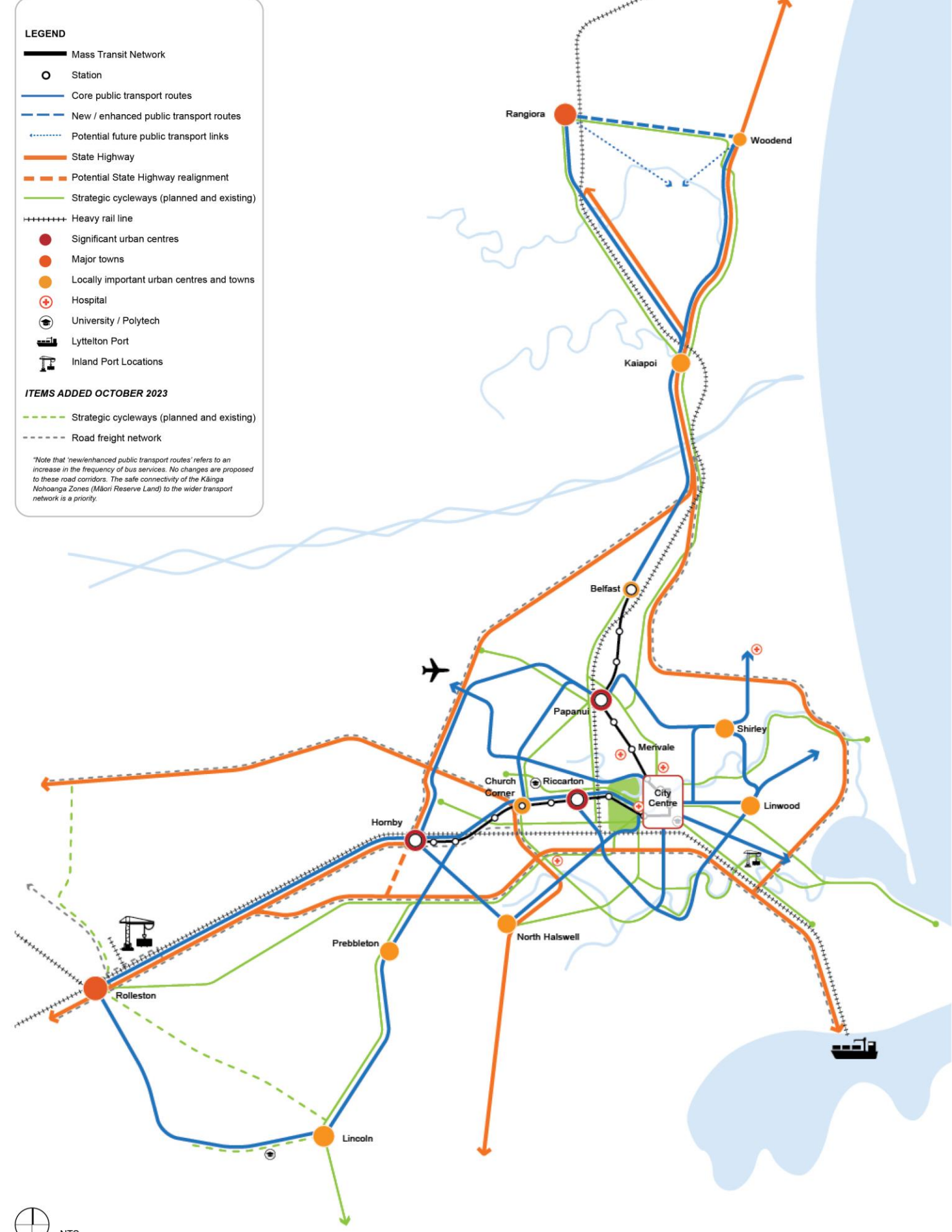
Response

- The key freight routes are now outlined in Map 15 – transport networks.

Why

- The road freight networks are added to reflect that key freight movements do not always follow the state highways and are of high importance to the wider system.
- Transporting freight is also given high weighting through direction 6.5 *Protect the effective operation of the freight network.*

Amendments to Map 15 – Transport Network





Priority Development Areas

Section 4.7 of the Officer Report

Priority Development Areas

- Support either agreed with the areas identified or with the concept, but sought for other areas to be included.
- Those that were unsure or in partial support (even some of the opposed) were primarily on the basis of wanting other areas identified as a priority.
- A number of points related to Eastern Christchurch, primarily in support of its inclusion but also that there was not enough being done in the eastern parts of Christchurch with regard to development

Response

No additional Priority Areas recommended

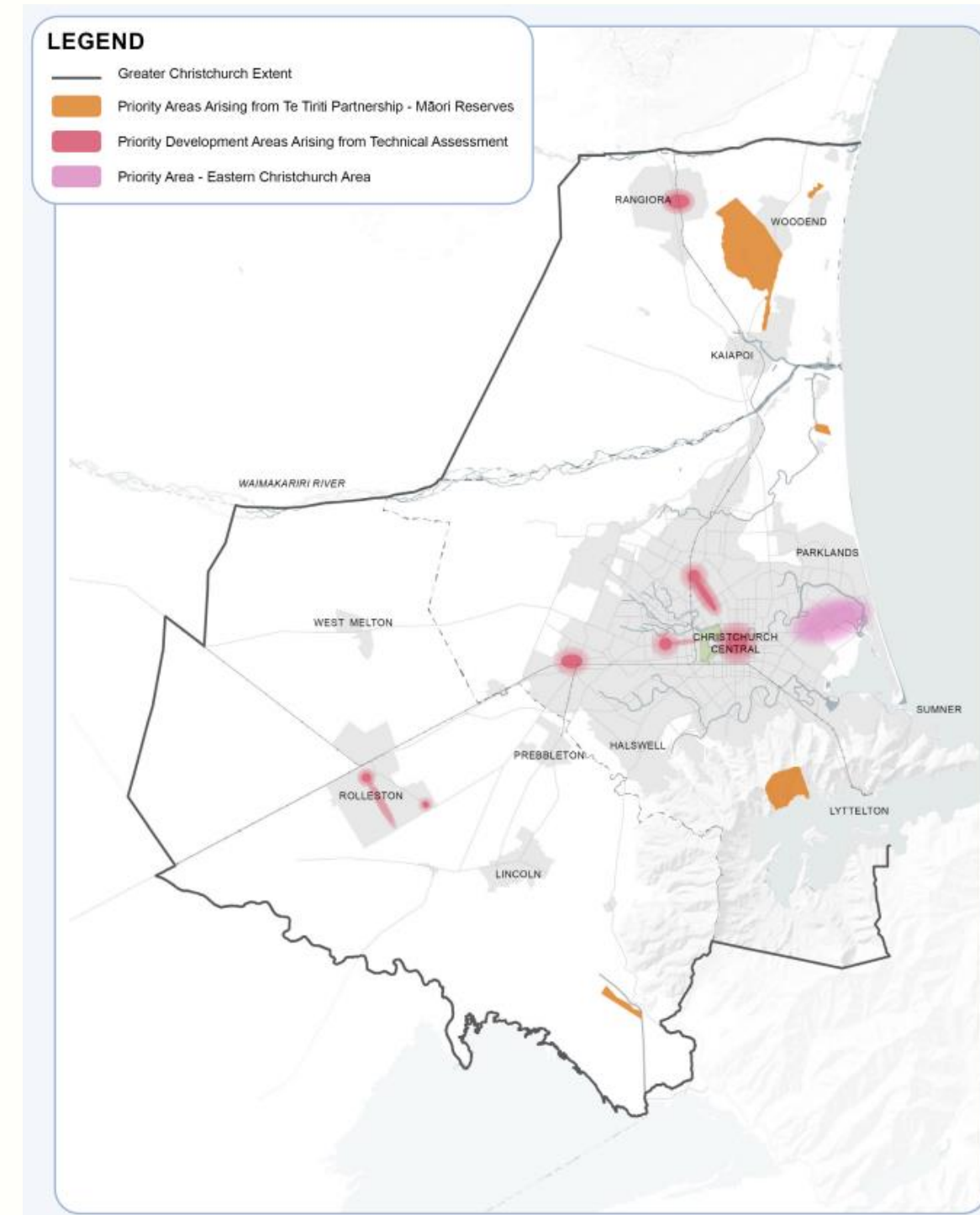
Why

Typically these areas are:

- Opportunities for accelerated and/or significant development;
- Is complex, in that successfully developing at the required pace and scale requires working in partnership i.e. BAU delivery will not be sufficient; and
- Are in key locations where successful development gives effect to our joint spatial plan

Priority Development Areas is to provide a mechanism to help progress complex and/or significant development opportunities. They are not intended be the sole focus of development in Greater Christchurch

if an area is not currently identified as Priority Development Area in the draft Spatial Plan, it does not mean that it may not become one at a later date



Infrastructure

Strategic infrastructure and Airport Noise Contours

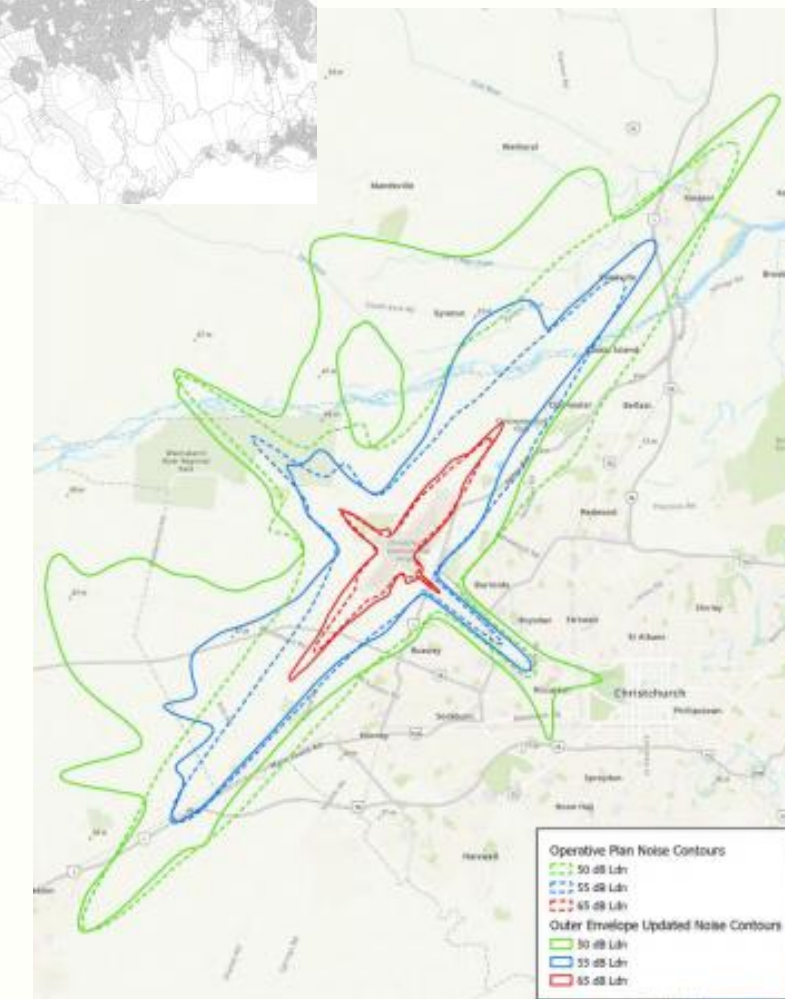
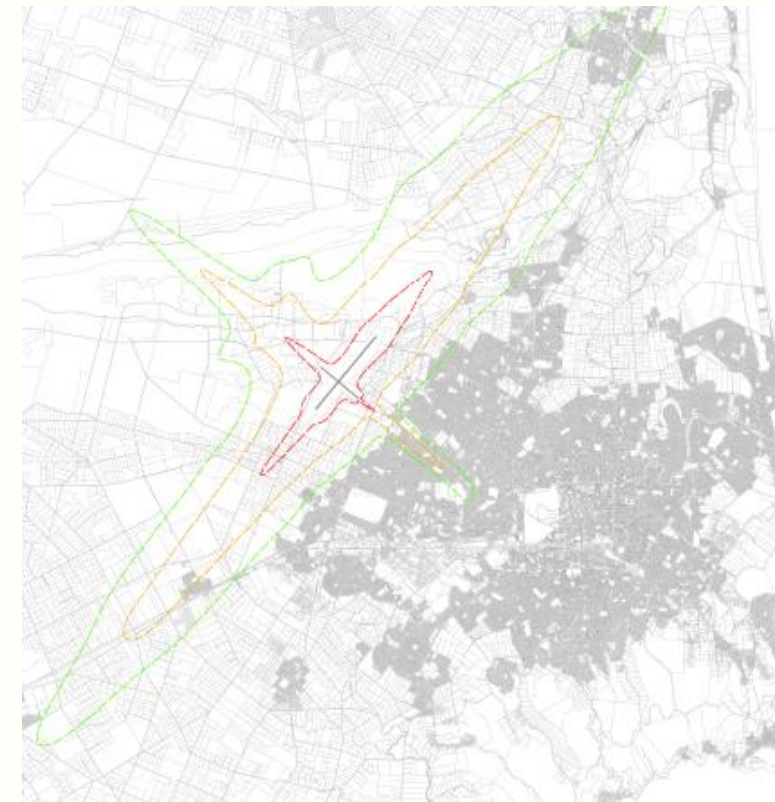
- Some submitters objected to the statement in the Spatial Plan that urban development should be 'avoided' around strategic infrastructure
- Others sought better recognition and / or protection of infrastructure and provision for future infrastructure
- Many submitters sought changes to the airport noise contours, but views on which contours should be used differed

Response

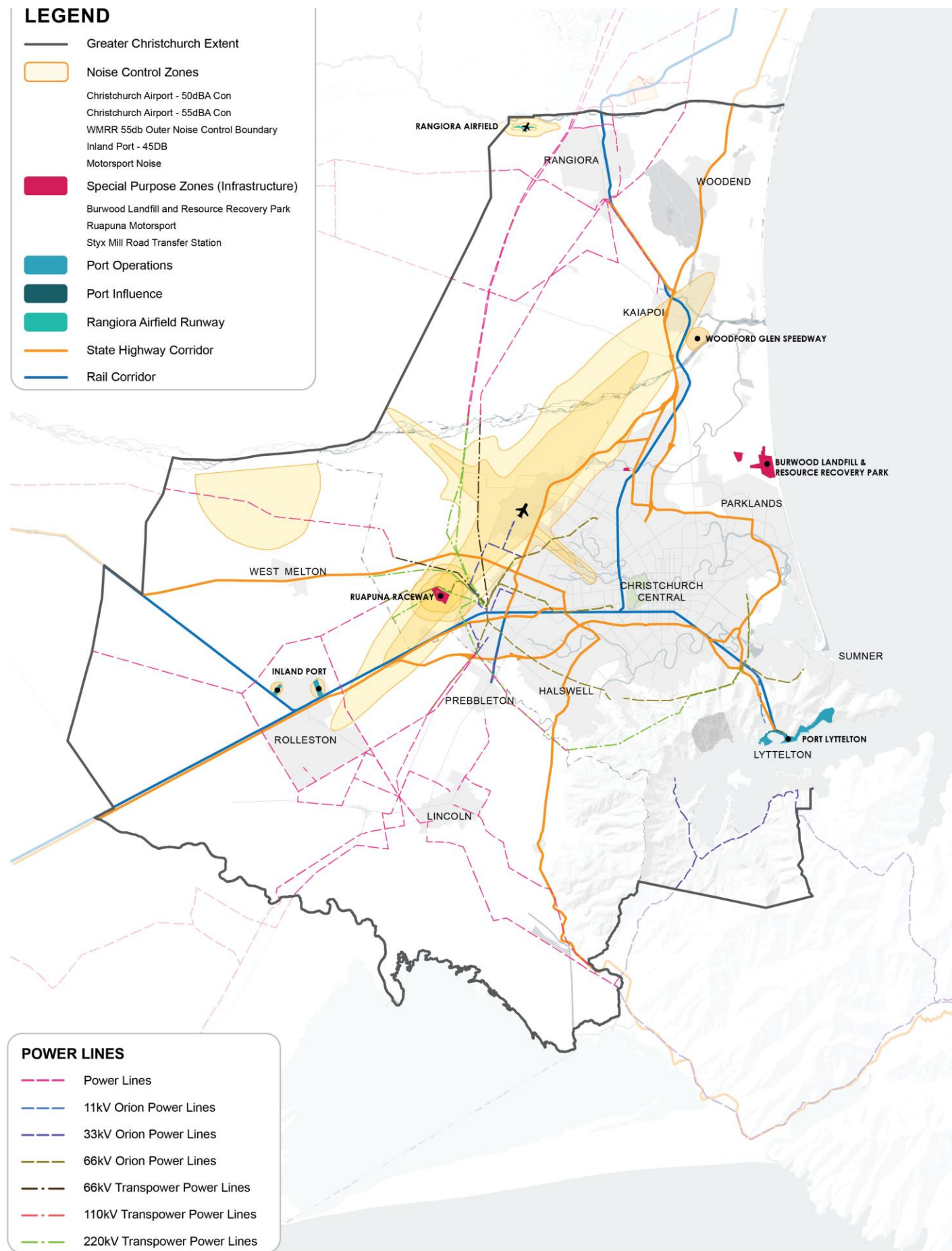
- Key recommended changes include:
 - Recognition that urban development should be 'carefully managed' around strategic infrastructure (change from 'avoided')
 - Additional map notations – National Grid assets, prisons, port, military bases
- No changes to airport noise contours recommended but an explanation of the process to incorporate the 2023 Updated Contours into the CRPS has been added

Why

- While the avoidance of development is required in some circumstances to protect strategic infrastructure, in other cases careful management of development may be appropriate
- The 2023 Updated Noise Contours have no statutory weight until incorporated into the revised CRPS – this process will determine the contours and associated policy framework

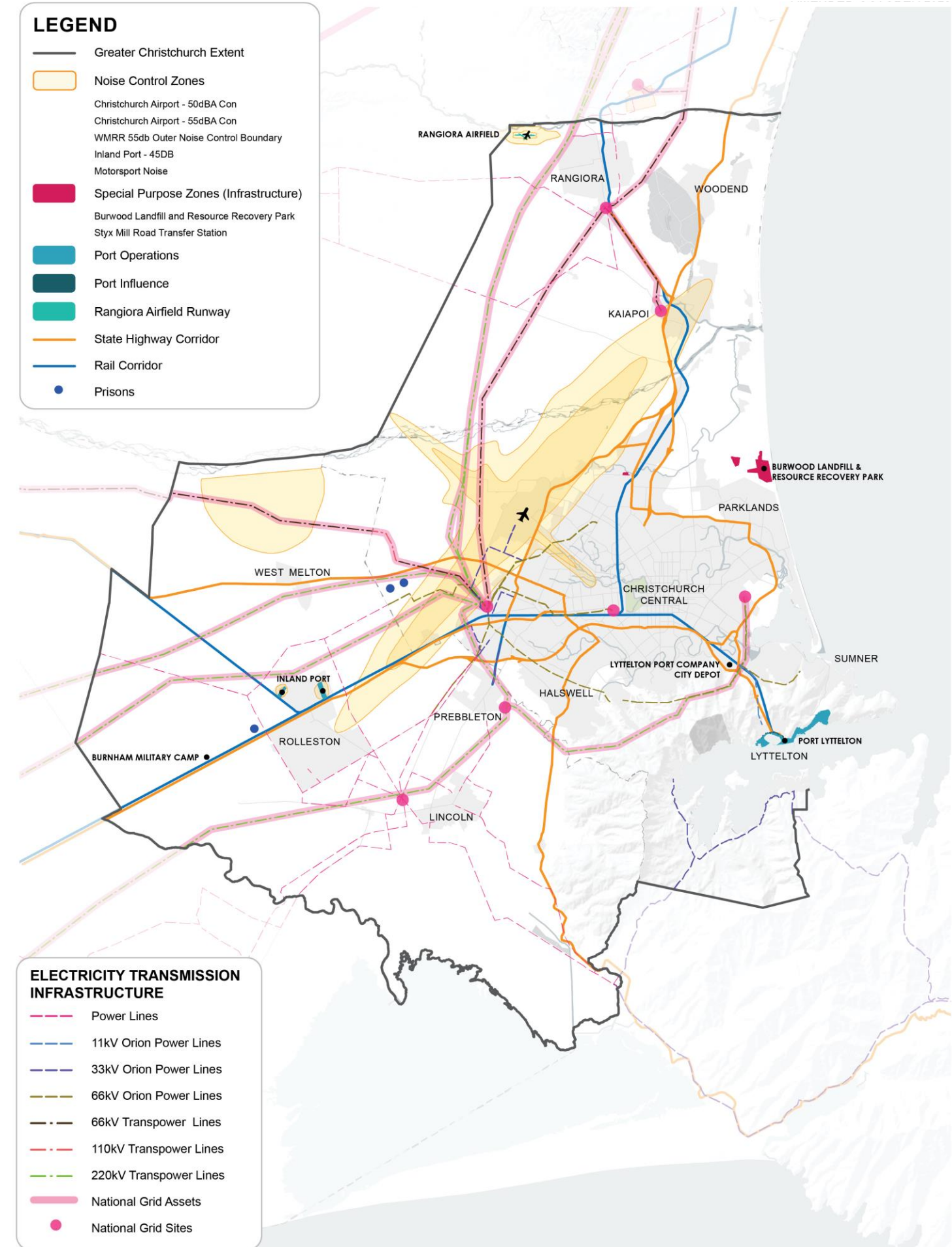


Amendments to Map 9 – Key strategic infrastructure



NTS

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



NTS

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



NPS UD - FDS

Section 4.12.3 of the Officer Report

NPS-UD and FDS compliance

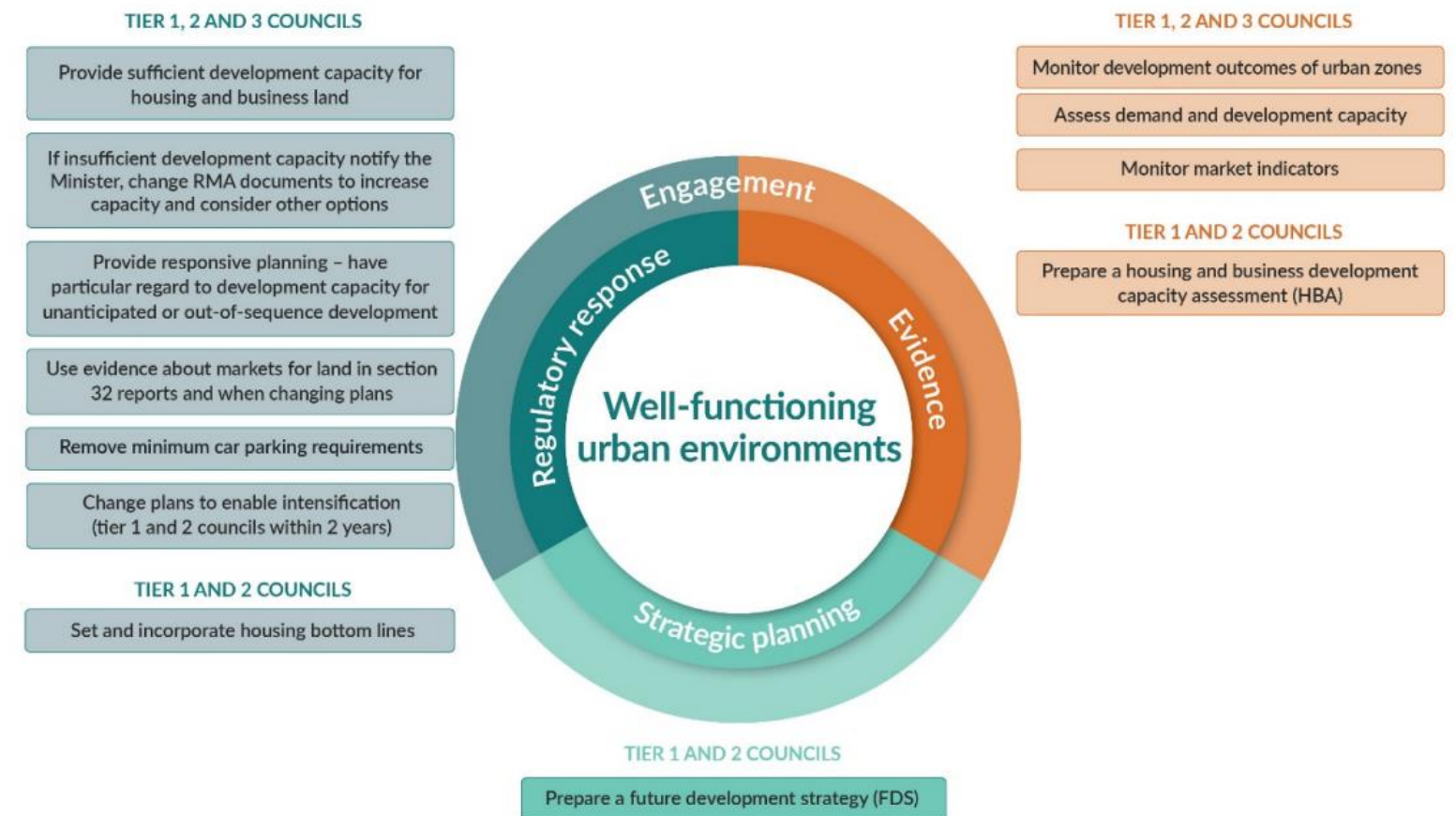
- Submitters identified that as the Spatial Plan represents the Future Development Strategy (FDS) for the tier 1 urban environment of Greater Christchurch it is subject to certain requirements of the NPS-UD.

Response

- A number of minor recommendations have been made to amend the Spatial Plan so that it is sufficiently clear that the NPS-UD requirements for an FDS are met and moving into subsequent phases such as implementation and monitoring there is a commitment made that NPS-UD requirements will be adhered to.

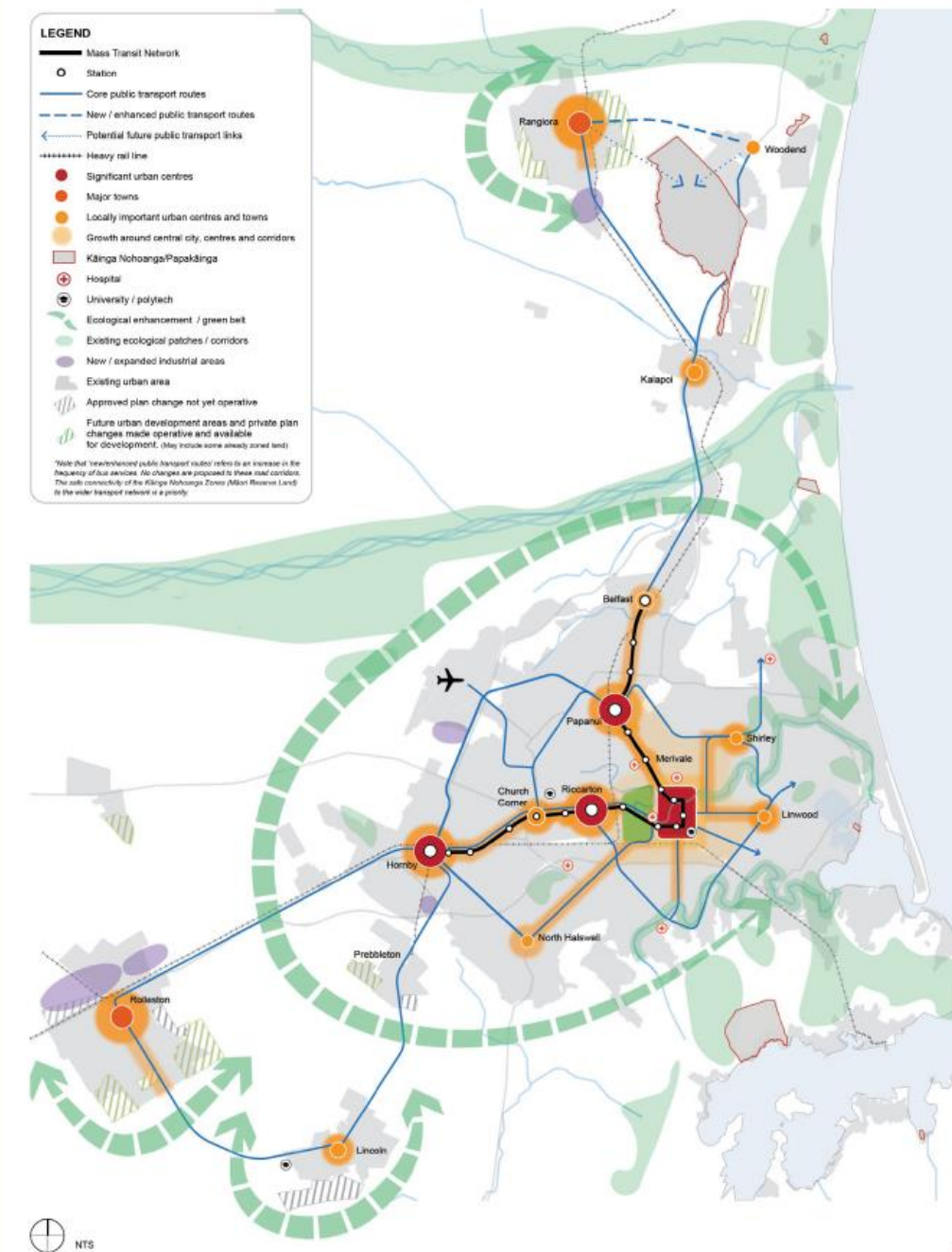
Why

- Submitters identified aspects of the Spatial Plan which seemingly did not align with the NPS-UD requirements. Many changes clarify and make explicit how the FDS requirements are met.

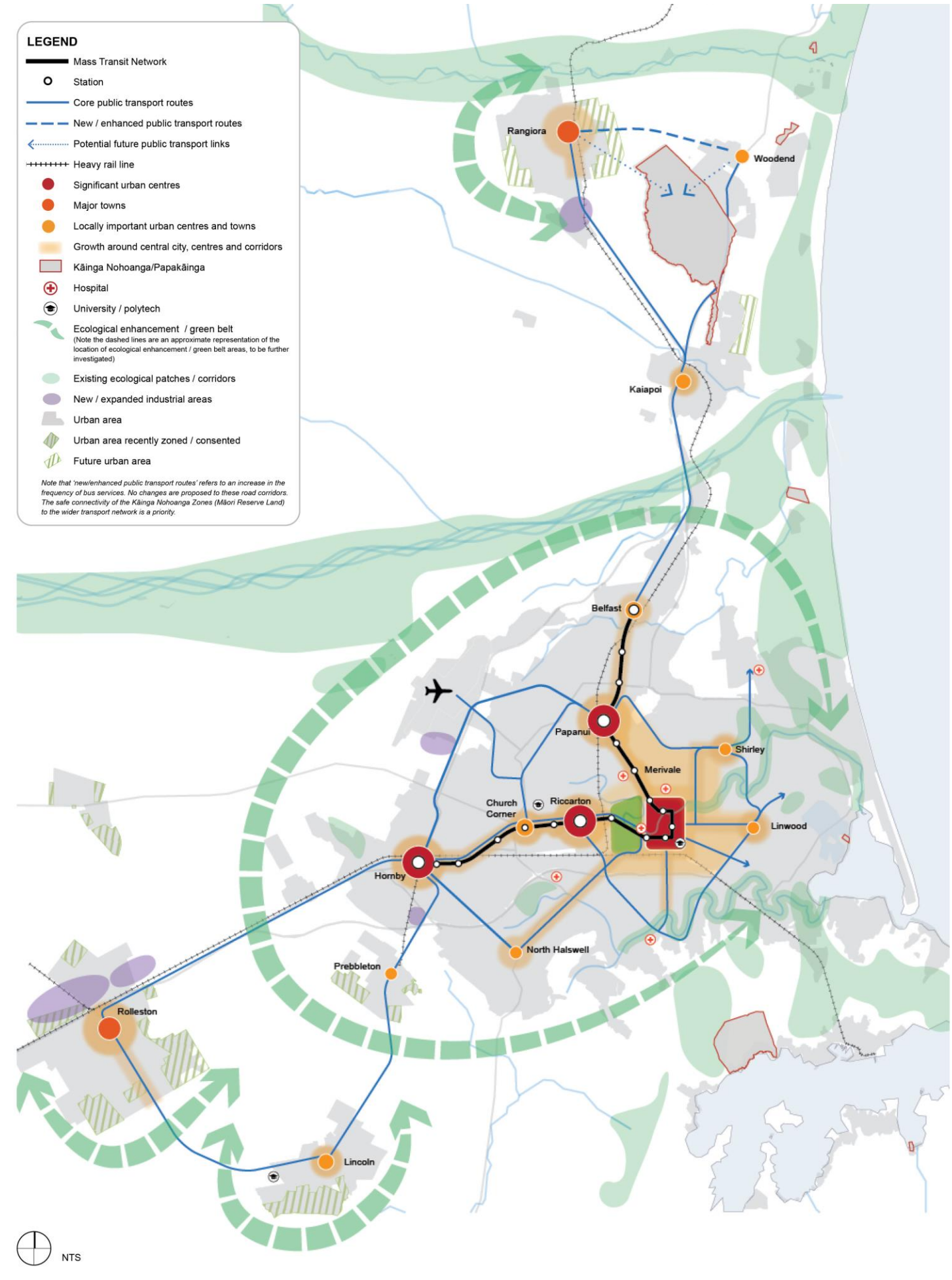
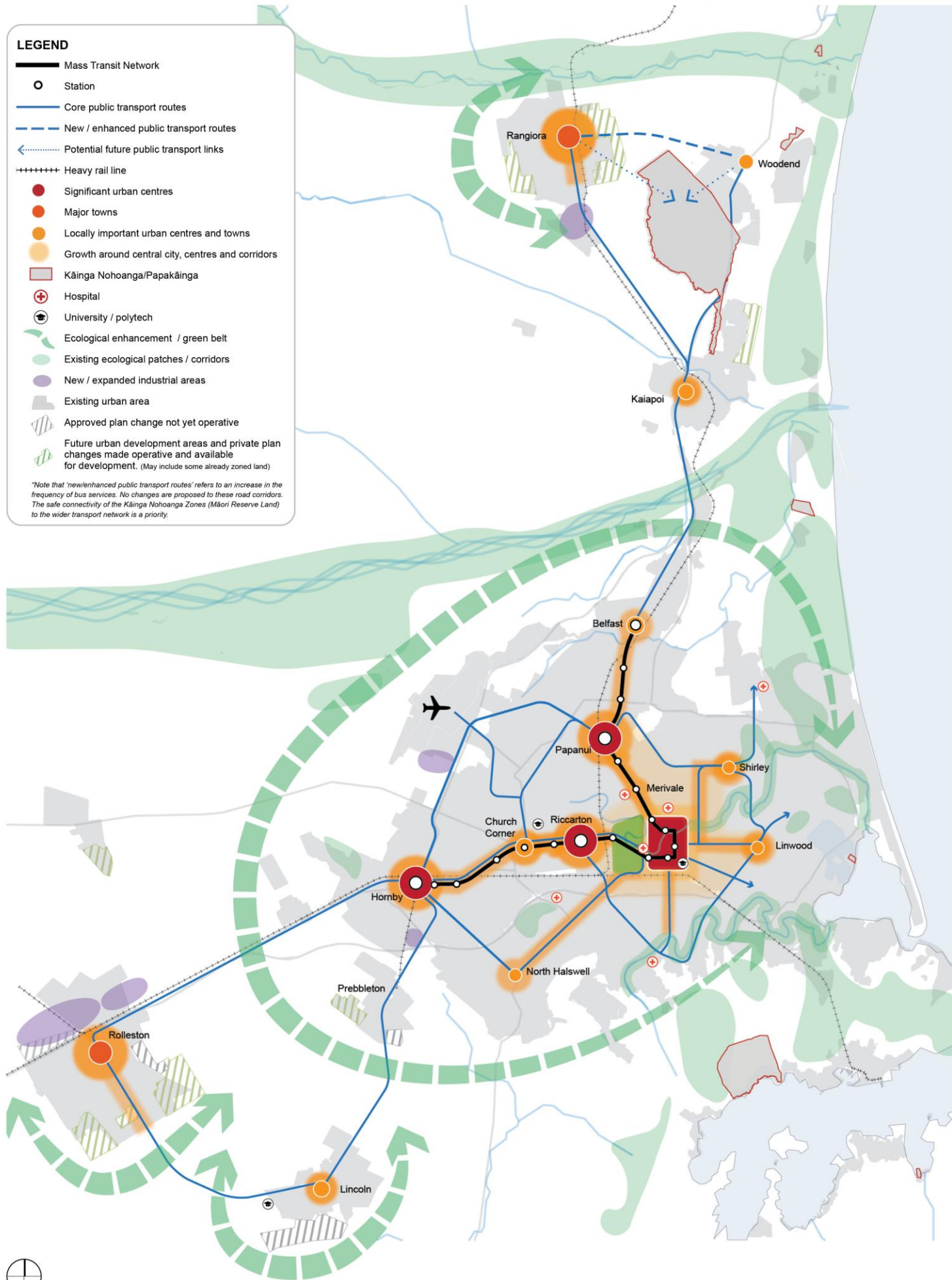


The Spatial Strategy

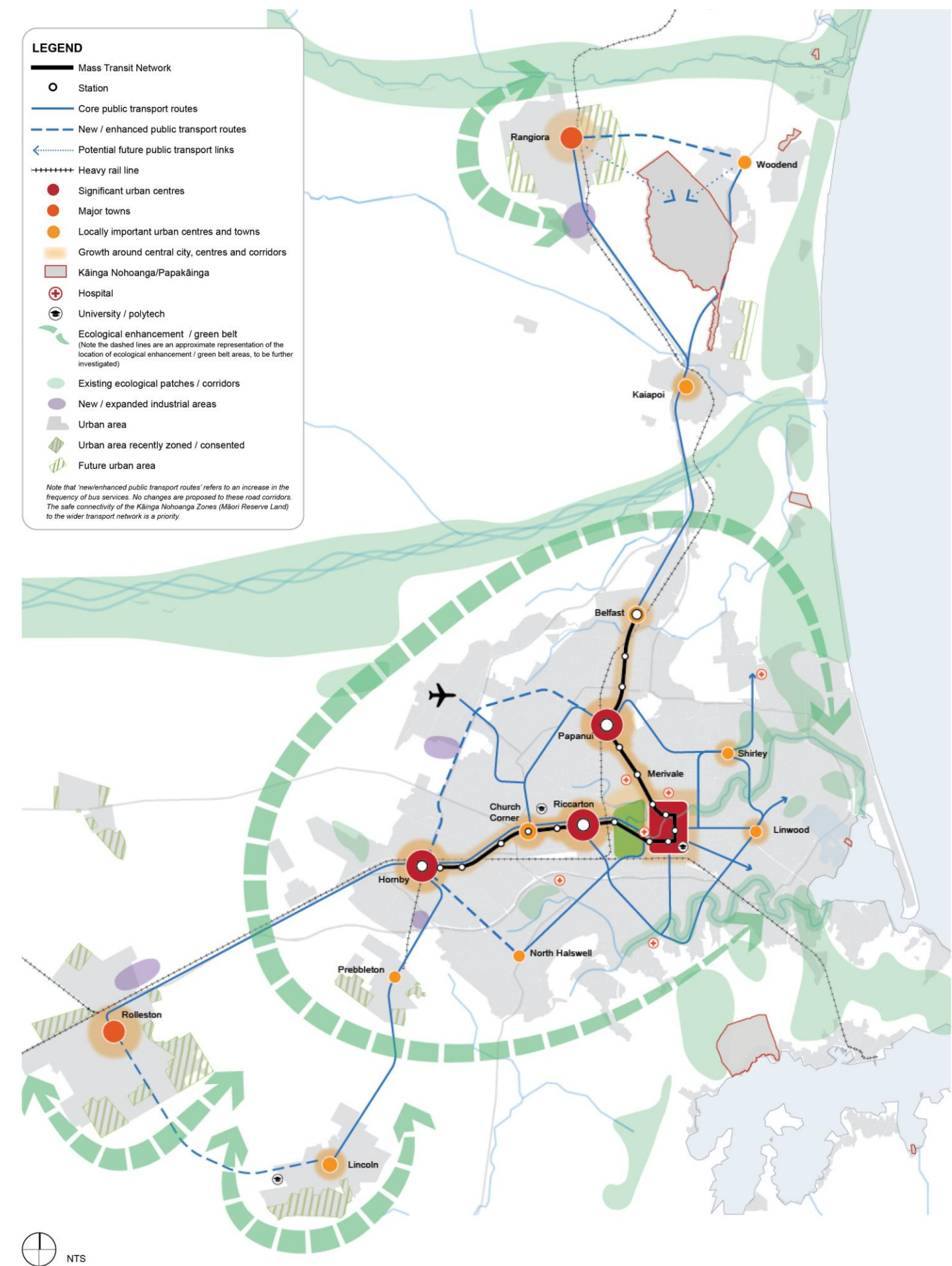
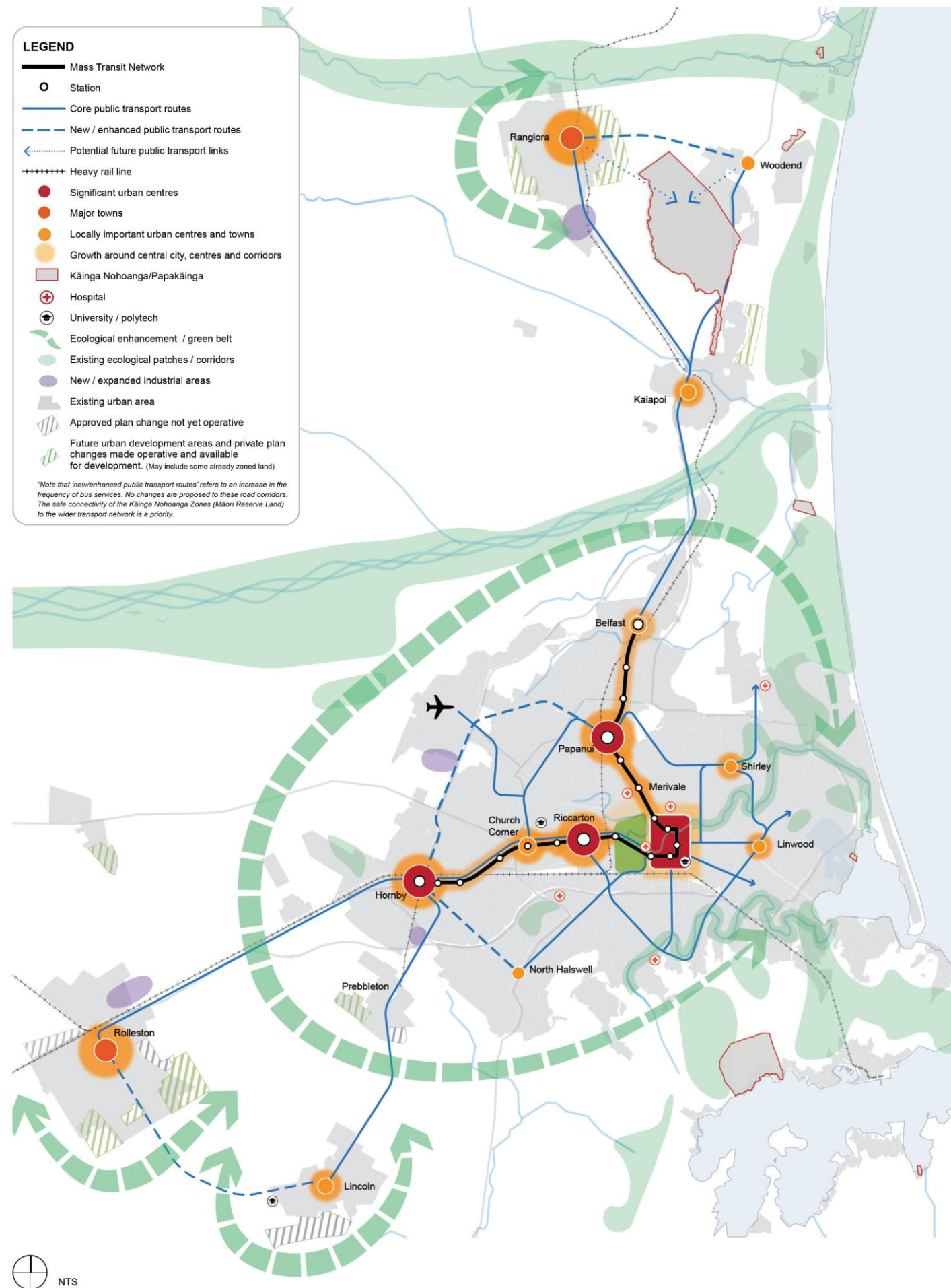
- Comments on the overall Spatial Strategy traversed a range of issues. These ranged from hierarchy of the Opportunities to the use of wording like 'avoid' in the directions
- The intent of the Spatial Plan is that there is no hierarchy between the opportunities as the opportunities, together with the directions and key moves, represent the principal ways we can close the gap between our current state and our desired future state to achieve the overarching directions of the Spatial Plan.
- These have resulted in changes to directions and the Spatial Strategy maps
- However, the ultimate direction of the Spatial Plan remains unchanged



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



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



Opportunities, Directions, Key Moves

Opportunities	#1 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	#2 Reduce and manage risks so that people and communities are resilient to the impact of natural hazards and climate change	#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	#4 Enable diverse, quality , and affordable housing in locations that support thriving neighbourhoods that provide for people's day-to-day needs	#5 Provide space for businesses and the economy to prosper in a low carbon future	#6 Prioritise sustainable and accessible 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
Overarching Directions	Focus growth through targeted intensification in urban and town centres and along public transport corridors Enable the prosperous development of kāinga nohoanga on Māori Land and within urban areas					
Directions	1.1 Avoid Protect urban development over Wāhi Tapu from urban development 1.2 Protect, restore and enhance Wāhi Taonga and Ngā Wai 1.3 Protect, recognise, and restore the historic heritage of Greater Christchurch.	2.1 Focus and incentivise growth in areas free from significant risks from natural hazards 2.2 Strengthen the resilience of communities and ecosystems to climate change and natural hazards	3.1 Avoid development in Protect areas with significant natural values 3.2 Prioritise the health and wellbeing of water bodies 3.3 Enhance and expand the network of green spaces 3.4 Protect highly productive land for food production 3.5 Explore the opportunity of a green belt around urban areas	4.1 Enable the prosperous development of kāinga nohoanga on Māori Reserve Land, supported by infrastructure and improved accessibility to transport networks and services; along with the development of kāinga nohoanga within urban areas 4.2 Ensure at least sufficient development capacity is provided or planned for to meet demand 4.3 Focus, and incentivise, intensification of housing to areas that support the desired pattern of growth 4.4 Provide housing choice and affordability 4.5 Deliver thriving neighbourhoods with quality developments, quality housing and supporting community infrastructure	5.1 At least sufficient land is provided for commercial and industrial uses well integrated with transport links and the centres network 5.2 A well connected centres network that strengthens Greater Christchurch's economic competitiveness and performance, leverages economic assets, and provides people with easy access to employment and services 5.3 Provision of strategic infrastructure that is resilient, efficient, integrated and meets the needs of a modern society and economy 5.4 Urban growth occurs in locations that do not compromise the ability of primary production activities to expand or change, including adapting to a lower emissions economy 5.5 Urban Growth occurs in locations and patterns that protects strategic regionally and nationally important tertiary institutes.	6.1 Enable safe, attractive and connected opportunities for walking, cycling and other micro mobility 6.2 Significantly improve public transport connections between key centres 6.3 Improve accessibility to Māori Reserve Land to support kāinga nohoanga 6.4 Develop innovative measures to encourage people to change their travel behaviours 6.5 Maintain and protect connected freight network
Key moves	The prosperous development of kāinga nohoanga	A strengthened network of urban and town centres	A mass rapid transit system	A collective focus on unlocking the potential of Priority Areas	An enhanced and expanded blue-green network	