

Before the Independent Hearings Panel  
at Rolleston

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*under:* the Resource Management Act 1991

*in the matter of:* Submissions and further submissions in relation to the  
proposed Selwyn District Plan

*and:* Strategic Directions Proposal

*and:* **Orion New Zealand Limited**  
*Submitter DPR-0367*

Statement of Evidence of Melanie Karen Foote (Planning)

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Dated: 23 July 2021

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## **STATEMENT OF EVIDENCE OF MELANIE KAREN FOOTE**

### **INTRODUCTION**

- 1 My full name is Melanie Karen Foote and I am a Senior Consultant Planner at Resource Management Group Limited Christchurch.
- 2 I have over 18 years' experience as a planner for local authorities and consultancies in Queenstown, United Kingdom and Christchurch. I hold a Bachelor of Resource Studies and a Post Graduate Diploma in Resource Studies from Lincoln University. I am a full member of the New Zealand Planning Institute.
- 3 I am familiar with the submission made by Orion New Zealand Limited (submitter number DPR-0367) on 11 December 2020 and the planning issues discussed in that submission. I have been authorised by Orion to provide evidence on its behalf.
- 4 The key documents I have used, or referred to, in forming my view while preparing this statement are:
  - 4.1 Selwyn District Council – Section 32 Report, Strategic Directions;
  - 4.2 Selwyn District Council, Section 42A report and appendices of Robert Love for Council, dated 9 July 2021;
  - 4.3 The evidence of Garry Heyes – Procurement and Land Services Manager for Orion New Zealand Limited on Strategic Directions, dated 23 July 2021.
- 5 Terms and coding used in my evidence include:
  - 5.1 Orion – Orion New Zealand Limited;
  - 5.2 SDC – Selwyn District Council;
  - 5.3 CRC – Canterbury Regional Council;
  - 5.4 CRPS – Canterbury Regional Policy Statement;
  - 5.5 PDP – Proposed Selwyn District Plan;
  - 5.6 RMA – Resource Management Act; and
  - 5.7 IMP- Mahaanui Iwi Management Plan.

### **CODE OF CONDUCT**

- 6 Although this is not an Environment Court hearing, I note that in preparing my evidence I have reviewed the code of conduct for expert witnesses contained in part 7 of the Environment Court Practice Note 2014. I have complied with it in preparing my evidence. I confirm that the issues addressed in this statement of evidence are within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

## **SUMMARY OF EVIDENCE**

- 7 The submission from Orion is largely supportive of the Strategic Directions Chapter as a whole. However, Orion considers that there are deficiencies in how the Strategic Directions recognises, and provides for Important Infrastructure (such as Orion's network). These deficiencies principally relate to lack of clarity and prescription within the objectives around 'reverse sensitivity' and 'incompatible activities'.
- 8 I have reviewed the submissions of CIAL (DPR-0371), Fonterra (DPR-0370), LPC (DPR-0453) and consider they all contain the same or similar relief. In the interests of narrowing points of contention, the Planners associated with each of the parties met on Monday 19th July 2021 and continued discussions over that week prior to finalising evidence with a view to determining if common relief could be developed. The attached recommended relief (Attachment A), and this evidence is predicated on those discussions.
- 9 This statement concludes that Orion's relief can be met through amendments to this chapter. Specifically:
  - 9.1 Amendments to SD-IR-O1 to explicitly identify what Important Infrastructure is to be protected from 'incompatible development' and 'reverse sensitivity' effects.
  - 9.2 Amendments to SD-IR-O2 to provide greater clarity around the benefits of and enablement of Important Infrastructure and secondly the management of adverse effects from Important Infrastructure needs to account for economic benefits, and technical and operational need.
  - 9.3 Amendments to SD-UFS-O3 to provide for both Important Infrastructure and integration of important infrastructure with land use whilst managing 'reverse sensitivity' and conflict with incompatible activities.
- 10 Overall, I consider the agreed position reached with other Important Infrastructure providers, as amended by this statement, is a more appropriate approach by providing more clarity and direction. This establishes a better framework from which the rest of the plan chapters can be guided by.

## **SCOPE OF MY EVIDENCE**

- 11 My evidence relates to the submissions made by Orion on the Strategic Directions Chapter and will address:
  - 11.1 Orion's operations;
  - 11.2 Statutory context;
  - 11.3 Orion's submission;
  - 11.4 Evidence; and
  - 11.5 Conclusion.

## **ORION NEW ZEALAND LIMITED**

- 12 Orion owns and operates the electricity distribution network covering approximately 8000 square kilometres across Christchurch and central Canterbury, between the Waimakariri and Rakaia Rivers.
- 13 Orion distributes electricity from the national grid (owned and operated by Transpower) to service approximately 275,000 homes and businesses and plays a central role in the electricity industry, providing both essential support and lifeline services for the electricity market and critical infrastructure.
- 14 Broadly, the electricity distribution network comprises underground cables, overhead lines, substations, transformers, kiosks, electricity structures (poles/pylons, earth rods and associated buildings) and access tracks. Orion is responsible for the establishment, operation, maintenance and upgrade of the electricity distribution network. Orion and its various predecessors have been providing this essential service to the region for close to 120 years.
- 15 Mr Heyes sets out, in his evidence, that Orion is responsible for the operation, maintenance, upgrade and development of its network, which comprises underground cables, overhead lines, substations, transformers and associated structures. These activities are directed by, legislation, National Industry Codes of Practice and Electricity Network Technical Specification Standards, as well as district and regional planning requirements.

## **STATUTORY CONTEXT**

- 16 The statutory context in setting the Strategic Directions provisions is that the preparation of the PDP is to be undertaken in accordance with Part 5 – sections 72-77 of the RMA, and any applicable regulations. Further the approach needs to align with the Council's functions under s31 of the RMA.

### **National Planning Standards**

- 17 The National Planning Standards, under Part 4, Table 4, identifies a mandatory requirement for Part 2 – District Wide Matters for the inclusion of a Strategic Directions heading. The matters that are required to be included under Strategic Directions are set out in Section 7 of the National Planning Standards.

### **National Policy Statements**

- 18 National Policy Statements issued under the RMA provide national direction for matters of national significance relevant to sustainable management. The Council must prepare its plan in accordance with a National Policy Statement and must also give effect to it. The only relevant NPS to my evidence is the National Policy Statement on Urban Development (NPS-UD).
- 19 The relevant objectives associated with infrastructure that relate to Orion are:
  - 19.1 *"Objective 1: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future"*
  - 19.2 *"Objective 6: Local authority decisions on urban development that affect urban environments are:*

- (a) *Integrated with infrastructure planning and funding decisions; and*
- (b) *Strategic over the medium term and long term; and*
- (c) *Responsive, particularly in relation to proposals that would supply significant development capacity"*

19.3 *"Policy 1: Planning decisions contribute to well-functioning urban environments..."*

### **Canterbury Regional Policy Statement 2013**

- 20 The PDP must 'give effect' to the CRPS. The CRPS differentiates between greater Christchurch and the wider region with differing objectives and policies relating to each. Orion's infrastructure is located both within greater Christchurch and within the wider region.
- 21 Attachment B outlines the relevant provisions of the CRPS. To summarise:
- 21.1 Orion, or specifically the Electricity Distribution Network, is defined as regionally significant infrastructure.
- 21.2 The Electricity Distribution Network is also defined as 'Critical Infrastructure' which is infrastructure necessary to provide services which, if interrupted, would have a serious effect on the communities within the region or a wider population, and which would require immediate reinstatement. The definition includes the electricity distribution network.
- 21.3 'Strategic Infrastructure' is a definition specific to the part of the CRPS governing the Greater Christchurch area. It is:
- 'those necessary facilities, services and installations which are of greater than local importance, and can include infrastructure that is nationally significant. The following are examples of strategic infrastructure:*
- *'...Other strategic network utilities...'. I consider the Orion electricity distribution network to be an 'other strategic network utility'.*
- 21.4 Objective 5.2.1 (f) (Entire region) requires that *'development is located so that it functions in a way that...is compatible with, and will result in continued safe, efficient and effective use of regionally significant infrastructure'*. The explanation notes that regionally significant infrastructure provides considerable economic and social benefits to the region.
- 21.5 The CRPS directs territorial authorities to avoid reverse sensitivity effects and incompatible land uses in proximity to regionally significant infrastructure through Objective 5.2.2, (Wider Region), Policy 5.3.2 (Wider Region), Policy 5.3.9 (Wider Region), and Objective 6.2.1 (Greater Christchurch). Policy 6.3.5 (Greater Christchurch) recognises the benefits of strategic infrastructure to community wellbeing, while providing protection and providing for their functional needs.
- 21.6 There is a clear premise that regionally significant infrastructure, Critical Infrastructure and Strategic Infrastructure are all inclusive of Orion's Electricity

Distribution Network, and that it should be able to operate, be protected and developed in an efficient manner. The relief sought by Orion would ensure that the Strategic Direction provisions given effect to this regional direction with more clarity and direct wording.

#### **Mahaanui Iwi Management Plan**

- 22 The Mahaanui Iwi Management Plan (IMP) sets out Ngai Tahu's objectives, issues and policies for natural resource and environmental management within the area bounded by the Hurunui River in the North and the Ashburton River to the south. The IMP sets out the broad issues as well as specifics for particular areas.
- 23 The relevant policies of the IMP seek to protect the mauri of land, water and air by avoiding inappropriate land uses and development. However, there are no provisions in the IMP specific to Important Infrastructure with regard to the proposed Strategic Directions.

#### **Local Policies, Plans or Strategies**

- 24 The Selwyn District Long Term Plan 2015-2025, and the Selwyn District Development Strategy are both prepared under the RMA and regard shall be had to the provisions of both these documents.

#### **ORION'S SUBMISSIONS ON STRATEGIC DIRECTIONS**

- 25 Orion made submissions and further submissions on the Strategic Directions of the PDP. The original submission points where amendments were sought relate to the following:
- 25.1 Objective SD-D1-02 District Wellbeing and Prosperity;
- 25.2 Objective SD-IR-01 Community Needs;
- 25.3 Objective SD-IR-02 Effects of Important Infrastructure;
- 25.4 Objective SD-UFD-03 Integration of Land Use and Infrastructure.
- 26 Orion's submissions do not oppose the principles of these objectives, but rather seeks rewording in order to provide greater clarity, to highlight the significance of important infrastructure, and provide for its protection from 'reverse sensitivity' and 'incompatible activities'.

#### **EVIDENCE**

- 27 SDC has proposed to use a new definition of 'Important Infrastructure' instead of the terms used in the CPRS which states:

*'Those necessary facilities, services, and installations which are critical or of significance to either New Zealand, Canterbury, or Selwyn. This may include but are not limited to:*

*... electricity distribution networks...'*

- 28 I consider that the proposed definition of 'Important Infrastructure' encompasses 'critical infrastructure', 'strategic infrastructure' and 'regionally significant

infrastructure' as all defined in the CRPS. The Orion electricity distribution network meets all of these definitions.

- 29 A key method that Orion is seeking to protect the electricity distribution network via is the proposed corridor protection provisions for the Significant Electricity Distribution Lines. These corridor protection provisions are proposed to apply across multiple zone chapters and apply to existing Significant Electricity Distribution Lines.

**SD-DI-02 District Wellbeing and Prosperity**

- 30 Orion supports this strategic objective as it seeks to ensure that existing activities are protected from incompatible activities and recognises that infrastructure supports a prosperous district. However Orion, as part of the submission, sought greater clarity around the protection of activities from the effects of reverse sensitivity by seeking that reverse sensitivity be more explicitly referenced in the objective.
- 31 Mr Love has recommended this submission point be rejected, as his view was that 'reverse sensitivity' was already intrinsic to the existing component of the objective; this being 'existing activities are protected from incompatible activities'.
- 32 Given the primacy of the Strategic Directions and the direction by the CRPS to specifically avoid reverse sensitivity effects in proximity to regionally significant infrastructure, I maintain the view that the wording of the objective requires more clarity by explicitly referencing reverse sensitivity. The current wording of this objective does not provide certainty or direction in this regard.
- 33 'Reverse sensitivity' is an explicit term referenced in a number of statutory planning documents in relation to Important Infrastructure. Further, as outlined above, the CRPS identifies 'reverse sensitivity effects' and 'incompatible activities' separately within a number of the provisions. Given this, my view is this objective SD-DI-02 ought to also reference both separately.
- 34 The agreed (Between Orion, PC, CIAL, Fonterra and Synlait), amended wording sought is as follows:

**SD-DI-02 District Wellbeing and Prosperity**

Selwyn's prosperous economy is supported through the efficient use of land, resources, and infrastructure, while ensuring existing activities are protected from incompatible activities **and reverse sensitivity effects.**

**SD-IR-01 Community Needs**

- 35 Orion supports this objective as it relates to the effects on Important Infrastructure from other activities, incompatible development and reverse sensitivity, albeit in more simplified wording. Orion seeks that the wording be amended to highlight the significance of Important Infrastructure (specifically the electricity distribution network and Orion's sub-transmission lines), and providing for its protection from 'reverse sensitivity' and 'incompatible activities'.
- 36 Mr Love has recommended that this submission point be rejected as he considers that there is sufficient coverage between the proposed wording of objective SD-DI-02 and EI-03.

- 37 I consider that it is important that reverse sensitivity be explicitly incorporated at the strategic direction level, as this matter/issue infuses multiple zone chapters across the PDP. Given the multiple zone context it is important that a general reverse sensitivity objective for all important infrastructure be located in the Strategic Directions Chapter rather than just within objectives and policies within the EI Chapter and/or in a particular zone of specific chapters.
- 38 Whilst there is some overlap between the terms 'incompatible development' and 'reverse sensitivity' I consider they are distinguishable, requiring reference to both. Further the terms 'reverse sensitivity' and 'incompatible activities' are both explicitly used within the CRPS as part of a number of the provisions in relation to effects management.
- 39 I consider 'incompatible activities' relates to different land use activities in different zones, such as residential activity versus industrial activities. Whereas I consider 'reverse sensitivity' relates to the effects on an existing lawful activity from the introduction or intensification of a sensitive activity, which may potentially limit the ability of the existing activity to continue. In the context of Important Infrastructure 'reverse sensitivity' is an important issue for Orion and other Important Infrastructure providers who require protection. A key method for this protection is via the proposed corridor protection provisions for the Significant Electricity Distribution Lines which are proposed to apply across multiple zone chapters.
- 40 Following caucusing with other Important Infrastructure providers, the agreed amendment sought is as follows:

SD-IR-O1 – ~~Community Needs~~ **Benefits of Important Infrastructure**

The important infrastructure needs of the community are fulfilled, ~~and their operation is protected~~ recognising the **social, economic, environmental and cultural benefits that important infrastructure provides.**

- 41 A new heading has been proposed: "Benefits of Important Infrastructure" to replace 'Community Needs', as this provides more clarity around the intent of the objective.
- 42 Following caucusing with other Infrastructure providers, it was agreed that this objective be amended and a new policy SD-IR-P1 be included as follows:

**SD-IR-O2 Effects on Important Infrastructure**

**The safe, efficient and effective development, upgrade, maintenance and operation of important infrastructure is enabled and protected from incompatible development, activities and reverse sensitivity effects.**

**SD-IR-P1 Reverse Sensitivity and Incompatible Activities**

**Only provide for new development that does not affect the efficient and effective operation of Important Infrastructure, including by:**

- 1. Avoiding noise sensitive activities within the 50dBA Ldn noise contour for Christchurch International Airport;**



- 2. Managing the risk of birdstrike to aircraft using Christchurch International Airport;**
- 3. Avoiding noise sensitive activities within the Port Zone 55dBA LAeq noise control overlay;**
- 4. Avoiding sensitive land uses establishing in proximity to the Dairy Processing Zone;**
- 5. Avoiding adverse effects on the electricity network and significant electricity distribution lines, including by identifying a buffer corridor within which buildings, excavations and sensitive activities will generally not be provided for.**

#### **SD-IR-03 Effects of Important Infrastructure**

- 43 Orion seeks to amend this objective to ensure that the focus of the objective is on both the enablement and protection of Important Infrastructure, and to ensure the significance of Important Infrastructure is explicitly recognised.
- 44 Following caucusing with other Infrastructure providers it was agreed that this objective be reworded as follows:

#### **SD-IR-03 Effects of Important Infrastructure**

~~The development, upgrade, maintenance, and operation of all important infrastructure is enabled in a way that minimises adverse effects, while having regard to the practical constraints and the logistical and technical practicalities associated with important infrastructure.~~

**The adverse effects of developing, up-grading, maintaining and operating important infrastructure on the surrounding environment are managed, having regard to the social and economic benefits, technical and operational requirements of that important infrastructure.**

- 45 The proposed amended wording as agreed above recognises the importance/significance of Important Infrastructure, while also recognising that Important Infrastructure may have adverse effects on the surrounding environment.

#### **SD-UFD-03 Integration of Land Use and Infrastructure**

- 46 Following caucusing with other Important Infrastructure providers Orion seeks the inclusion of a new clause to address reverse sensitivity worded as follows:

SD-UFD-03 Integration of Land Use and Infrastructure

Urban growth and development:

1. is well-integrated with the efficient provision, including the timing and funding, of infrastructure; and
2. has the ability to manage or respond to the effects of climate change; **and**

**3. manages reverse sensitivity effects and conflict between incompatible activities, including avoiding development which would limit the operation or development of existing and/or consented Important Infrastructure.**

- 47 The additional clause has been proposed to address a deficiency in the objective around managing 'reverse sensitivity' and 'incompatible activities'. Inclusion of both these terms are required to protect Important Infrastructure from reverse sensitivity effects, whilst also accounting for consented development that is not yet established and the associated future adverse effects that may arise.

**CONCLUSION**

- 48 The provisions, as amended, all support the sustainable management of Orion's network and obligations as Lifeline Utility Operator. Subject to the changes sought, I consider that the Strategic Directions Chapter would achieve the purpose of the Act, along with the outcomes sought by other relevant statutory planning documents.

Dated: 23 July 2021



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Melanie Karen Foote

## ATTACHMENT A: Recommended Provisions

### SD-DI-O2 District Wellbeing and Prosperity

Selwyn's prosperous economy is supported through the efficient use of land, resources, and infrastructure, while ensuring existing activities are protected from incompatible activities **and reverse sensitivity effects**<sup>1</sup>.

### SD-IR-O1 – Community Needs **Benefits of Important Infrastructure**

The important infrastructure needs of the community are fulfilled and their operation protected. **recognising the social, economic, environmental and cultural benefits that important infrastructure provides**<sup>2</sup>.

### SD-IR-O2 Effects of **on** Important Infrastructure

The development, upgrade, maintenance, and operation of all important infrastructure is enabled in a way that minimises adverse effects, while having regard to the practical constraints and the logistical and technical practicalities associated with important infrastructure.

**The safe, efficient and effective development, upgrade, maintenance and operation of important infrastructure is enabled**<sup>3</sup> **and protected from incompatible development, activities and reverse sensitivity effects**<sup>4</sup>.

### **SD-IR-P1 Reverse Sensitivity and Incompatible Activities**<sup>5</sup>

**Only provide for new development that does not affect the efficient and effective operation of Important Infrastructure, including by:**

1. **Avoiding noise sensitive activities within the 50dBA L<sub>dn</sub> noise contour for Christchurch International Airport;**
2. **Managing the risk of birdstrike to aircraft using Christchurch International Airport;**
3. **Avoiding noise sensitive activities within the Port Zone 55dBA LA<sub>eq</sub> noise control overlay;**
4. **Avoiding sensitive land uses establishing in proximity to the Dairy Processing Zone;**
5. **Avoiding adverse effects on the electricity network and significant electricity distribution lines, including by identifying a buffer corridor within which buildings, excavations and sensitive activities will generally not be provided for.**

<sup>1</sup> Submission origin: submissions from DI-O2 CIAL and Orion. Scope: 371-16, 367-1.

<sup>2</sup> Submission origin: submissions from IR-O2 Clause (a) All parties. Scope: 367-2, 453-15.

<sup>3</sup> Submission origin: submissions from IR-O2 Clause (a) All parties. Scope: 367-3, 370-18, 371-17, 453-16, 420-F1.

<sup>4</sup> Submission origin: submissions from IR-O1 LPC and Orion. Scope: 367-3, 370-18, 371-17, 453-16, 420-F1.

<sup>5</sup> Submission origin: submissions from IR-O2 All parties. Scope: 367-3, 370-18, 371-17, 453-16, 420-F1.

SD-IR-02~~3~~ Effects of Important Infrastructure

**The adverse effects of developing, up-grading, maintaining and operating important infrastructure on the surrounding environment are managed, having regard to the social and economic benefits, technical and operational requirements of that important infrastructure<sup>6</sup>.**

SD-IR-0~~3~~4 Natural Hazards....

## SD-UFD-02 Urban Growth and Development

There is sufficient feasible development capacity **in appropriate locations<sup>7</sup>** to meet anticipated demands for housing and business activities

## SD-UFD-03 Integration of Land Use and Infrastructure

Urban growth and development:

1. is well-integrated with the efficient provision, including the timing and funding, of infrastructure; ~~and~~
2. has the ability to manage or respond to the effects of climate change; **and**
3. **manages reverse sensitivity effects and conflict between incompatible activities, including avoiding development which would limit the operation or development of existing and consented Important Infrastructure<sup>8</sup>.**

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<sup>6</sup> Submission origin: submissions from IR-02 Clause (a) and (c) All parties. Scope: 367-3, 370-18, 371-17, 453-16, 420-F1.

<sup>7</sup> Submission origin: submissions from UFD-02 CIAL and LPC. Scope: 371-19, 453-17.

<sup>8</sup> Submission origin: submissions from UFD-03 Orion, Fonterra, CIAL and LPC. Scope: 367-6, 370-21, 371-20, 453-18.

## **ATTACHMENT B: Canterbury Regional Policy Statement**

### **Objective 5.2.1 – Location, design and function of development (Entire Region)**

Development is located and designed so that it functions in a way that:

- (1) achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region's growth; and
- (2) enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:
  - (a) maintains, and where appropriate, enhances the overall quality of the natural environment of the Canterbury region, including its coastal environment, outstanding natural features and landscapes, and natural values;
  - (b) provides sufficient housing choice to meet the region's housing needs;
  - (c) encourages sustainable economic development by enabling business activities in appropriate locations;
  - (d) minimises energy use and/or improves energy efficiency;
  - (e) enables rural activities that support the rural environment including primary production;
  - (f) is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;
  - (g) avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure;
  - (h) facilitates the establishment of papakāinga and marae; and
  - (i) avoids conflicts between incompatible Activities.

### **Objective 5.2.2 Integration of land-use and regionally significant infrastructure (Wider Region)**

In relation to the integration of land use and regionally significant infrastructure:

- (1) To recognise the benefits of enabling people and communities to provide for their social, economic and cultural well-being and health and safety and to provide for infrastructure that is regionally significant to the extent that it promotes sustainable management in accordance with the RMA
- (2) To achieve patterns and sequencing of land-use with regionally significant infrastructure in the wider region so that:
  - a. development does not result in adverse effects on the operation, use and development of regionally significant
  - b. adverse effects resulting from the development or operation of regionally significant infrastructure are avoided, remedied or mitigated as fully as practicable.
  - c. there is increased sustainability, efficiency and liveability.

### **Policy 5.3.2 Development conditions (Wider Region)**

To enable development including regionally significant infrastructure which:

- (1) ensure that adverse effects are avoided, remedied or mitigated, including where these would compromise or foreclose:
  - a. existing or consented regionally significant infrastructure;
  - b. options for accommodating the consolidated growth and development of existing urban areas;
  - c. the productivity of the region's soil resources, without regard to the need to make appropriate use of soil which is valued for existing or foreseeable future primary production, or through further fragmentation of rural land;
  - d. the protection of sources of water for community supplies;
  - e. significant natural and physical resources;
- (2) avoid or mitigate:
  - a. natural and other hazards, or land uses that would likely result in increases in the frequency and/or severity of hazards;
  - b. reverse sensitivity effects and conflicts between incompatible activities, including identified mineral extraction areas; and
- (3) integrate with:
  - a. the efficient and effective provision, maintenance or upgrade of infrastructure; and
  - b. transport networks, connections and modes so as to provide for the sustainable and efficient movement of people, goods and services, and a logical, permeable and safe transport system.

### 5.3.9 Regionally significant infrastructure (Wider Region)

In relation to regionally significant infrastructure (including transport hubs):

- (1) avoid development which constrains the ability of this infrastructure to be developed and used without time or other operational constraints that may arise from adverse effects relating to reverse sensitivity or safety;
- (2) provide for the continuation of existing infrastructure, including its maintenance and operation, without prejudice to any future decision that may be required for the ongoing operation or expansion of that infrastructure; and
- (3) provide for the expansion of existing infrastructure and development of new infrastructure, while:
  - a. recognising the logistical, technical or operational constraints of this infrastructure and any need to locate activities where a natural or physical resource base exists;
  - b. avoiding any adverse effects on significant natural and physical resources and cultural values and where this is not practicable, remedying or mitigating them, and appropriately controlling other adverse effects on the environment; and
  - c. when determining any proposal within a sensitive environment (including any environment the subject of section 6 of the RMA), requiring that alternative sites, routes, methods and design of all components and associated structures are considered so that the proposal satisfies sections 5(2)(a) – (c) as fully as is practicable

### Objective 6.2.1 - Recovery framework

Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:

- (1) identifies priority areas for urban development within Greater Christchurch;
- (2) identifies Key Activity Centres which provide a focus for high quality, and, where appropriate, mixed-use development that incorporates the principles of good urban design;
- (3) avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS;
- (4) protects outstanding natural features and landscapes including those within the Port Hills from inappropriate subdivision, use and development;
- (5) protects and enhances indigenous biodiversity and public space;
- (6) maintains or improves the quantity and quality of water in groundwater aquifers and surface water bodies, and quality of ambient air;
- (7) maintains the character and amenity of rural areas and settlements;

- (8) protects people from unacceptable risk from natural hazards and the effects of sea-level rise;
- (9) integrates strategic and other infrastructure and services with land use development;
- (10) achieves development that does not adversely affect the efficient operation, use, development, appropriate upgrade, and future planning of strategic infrastructure and freight hubs;
- (11) optimises use of existing infrastructure; and
- (12) provides for development opportunities on Māori Reserves in Greater Christchurch.

#### **Objective 6.2.4 – Integration of transport infrastructure and land use**

Prioritise the planning of transport infrastructure so that it maximises integration with the priority areas and new settlement patterns and facilitates the movement of people and goods and provision of services in Greater Christchurch, while:

- (1) managing network congestion;
- (2) reducing dependency on private motor vehicles;
- (3) reducing emission of contaminants to air and energy use;
- (4) promoting the use of active and public transport modes;
- (5) optimising use of existing capacity within the network; and
- (6) enhancing transport safety.

#### **Policy 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 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 64); 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.

### **Policy 6.3.6 Business land**

To ensure that provision, recovery and rebuilding of business land in Greater Christchurch maximises business retention, attracts investment, and provides for healthy working environments, business activities are to be provided for in a manner which:

- (1) Promotes the utilisation and redevelopment of existing business land, and provides sufficient additional greenfield priority area land for business land through to 2028 as provided for in Map A;....
- (8) Ensures reverse sensitivity effects and conflicts between incompatible activities are identified and avoided or mitigated against;...