

# The Belfast Area Plan



June 2010

## Plan overview

Belfast will grow and develop its sense of community, cultural identity and economic competitiveness, while ensuring its environmental sustainability.

The Belfast area has undergone significant population growth during the last decade. Between 1996 and 2006, the population increased from about 3600 to some 7600 people living in 2800 households. Nowhere is that more apparent than in Northwood where the population increased from 200 people in 1996 to about 2 500 people by 2006.

Such growth is unsurprising given the village character of Belfast; that the area is also relatively close to central Christchurch; and contains considerable open space areas such as the Styx Mill Reserve and the Groynes. Recent developments in shopping and employment precincts, such as the Supa Centa, have made living in Belfast and Northwood desirable for new families moving to the area. By 2041 a total of 5700 households and an estimated 15000 residents will be calling Belfast home.

The Belfast Area Plan (the Area Plan) provides the framework for land-use planning and public expenditure during the next 30 years. The Plan:

- reflects how the local community wish the settlement to develop and grow;
- ensures that growth is integrated with service provision such as transport;
- provides flexibility to remain consistent with the community's evolving views; and
- outlines how the environmental values of Belfast and its surrounds are to be maintained.

The Area Plan establishes the 2041 Vision for the area, goals to achieve that Vision and objectives to deliver the Vision and goals

### Please note:

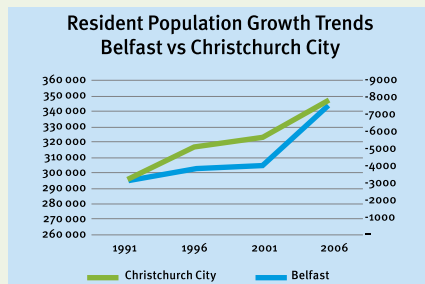
With regard to Council spending, Council is not bound to proceed with any prospective project detailed in this document. Council spending priorities are reviewed annually. Decisions as to whether or not a project will be undertaken remains with the Council.

With regard to land use, at the time of adoption of the Belfast Area Plan there are a number of statutory processes relating to land use in the area underway. The Council will integrate any outcomes from these processes into the Area Plan.

# [CONTENTS] Parts of the Area Plan

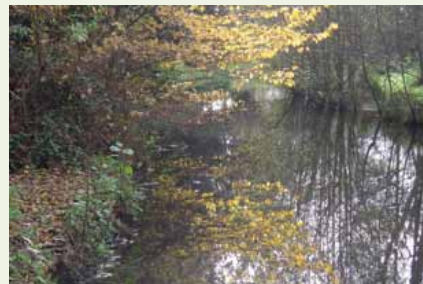
## Part A:

**Introduction**  
Pages 5 – 10



## Part B:

**Background**  
Pages 11 - 25



## Part C:

**The Plan**  
Pages 26 - 64



## Part D:

**Next Steps**  
Pages 65 - 72



## [CONTENTS] Plans

Plan 1:	Belfast Study Area and wider Styx Catchment .....	Page 13
Plan 2:	Constraints .....	Page 18
Plan 3:	Integrated Plan Illustrating Land Use to 2041 .....	Page 28
Plan 4:	Water Environment .....	Page 33
Plan 5:	Ecological Habitats.....	Page 35
Plan 6:	Landscape Features and Character .....	Page 38
Plan 7:	Public Open Space Network .....	Page 40
Plan 8:	Tangata Whenua Values .....	Page 43
Plan 9:	European Heritage .....	Page 46
Plan 10:	Residential .....	Page 49
Plan 11:	Community Facilities .....	Page 52
Plan 12:	Business Development.....	Page 56
Plan 13:	Roading Network.....	Page 60
Plan 14:	Cycleway, Walkway and Public Transport Network .....	Page 61
Plan 15:	Staging and Sequencing Preferred Approach .....	Page 63

## [PART A] Introduction

Statutory status .....	Page 6
Background reports .....	Page 6
Relationship to other plans .....	Page 7
Collaboration with other plans .....	Page 7
Principles of the Belfast Area Plan .....	Page 9

## Statutory status

An 'Area Plan' is a non-statutory document (i.e. it is not required by law in New Zealand) that acts as an effective means of assessing the opportunities and constraints for land-use change within the Belfast area. It enables the Council and local community to define a Vision and make decisions on the future shape of development within the study area.

The Plan will assist the Council in carrying out its functions under both the Resource Management Act 1991 (RMA) and the Local Government Act 2002 (LGA), by:

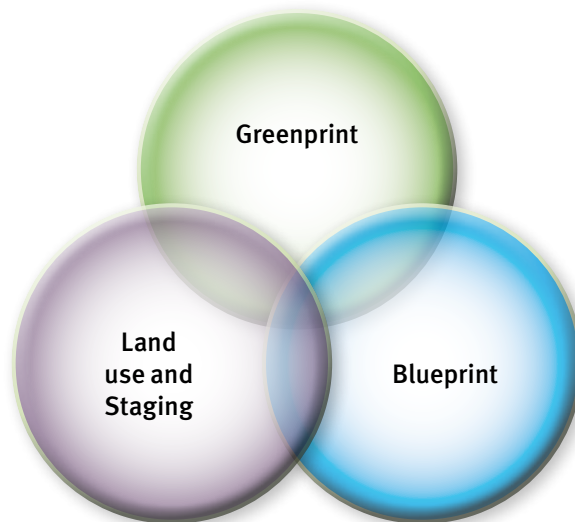
- Providing for the sustainable management of the area's natural and physical resources;
- Facilitating the integrated planning of Council-managed services;
- Identifying development opportunities;
- Providing direction for Council's acquisition of strategic land areas to provide necessary open space or infrastructure; and
- Providing a framework for the collection of development contributions.

The Area Plan will be considered as part of assessing resource consents under Section 104 of the RMA, and changes (both Council initiated and privately requested) to the Christchurch City Plan with regard to Section 74 of that Act.

## Background reports

There are a number of technical papers providing an assessment on the broad range of topics identified in Part C of this Plan. It is not possible to incorporate these technical assessments related to the preparation of the Belfast Area Plan within this document, though much of this information is available on the Belfast Area Plan website [www.ccc.govt.nz/belfastareaplan](http://www.ccc.govt.nz/belfastareaplan)

In addition to the technical papers, three key documents have been used to shape the Belfast Area Plan. These are:



The Greenprint identifies areas with significant natural, heritage, cultural, landscape, open space, recreation, community, surface and groundwater values. The Greenprint outlines actions and methods required to ensure key values are protected and enhanced during urban development.

The Blueprint (or Blue Network) is a detailed stormwater catchment management plan for the Area. The Blueprint integrates management of the stormwater discharge effects, from urban development in the Belfast area, linking with the conservation reserves and open space network. The Blueprint identifies the strategic stormwater issues and opportunities likely to arise in the area and suitable management required because of development.

The Land Use and Staging report identifies key land use opportunities and constraints to the growth of Belfast. It identifies key outcomes sought for residential, business and rural areas, and lastly outlines staged infrastructure.

## Relationship to other plans

The Belfast Area is identified in the Proposed Chapter 12A to the Regional Policy Statement (RPS), the Greater Christchurch Urban Development Strategy (UDS) and the Christchurch City Plan as a major growth area for the City. The Area Plan is therefore an implementation method for these documents.

Many other statutory documents and non-statutory documents also guide the Plan (Figure 1). The goals and objectives of the Area Plan are underpinned by this broad range of overarching plans.

The Area Plan will be implemented through a number of key processes and mechanisms. It will provide direction for new objectives, policies and rezoning introduced through: changes to the City Plan; best practice guidelines; strategic land acquisition; and more detailed community plans for existing and emerging neighbourhoods.

## Collaboration with other plans

The Area Plan has been prepared through extensive consultation with stakeholders and the wider community. While feedback from this process has been crucial, there is an on-going need for partnerships and engagement throughout the implementation process.

The objectives of this Area Plan will be implemented by the City Council in collaboration with other key organisations and authorities that have a public mandate relating to social, infrastructural and environmental matters in the Belfast Area.

Consequently, assistance from groups such as the New Zealand Transport Agency (NZTA), the Canterbury Regional Council (Environment Canterbury or ECan), and the Ministry for Education, among others will be needed as the Area Plan is implemented.

Active engagement between landowners, land developers, residents, business owners, community groups, Te Rūnanga o Ngāi Tahu, and government organisations must occur at many different stages of implementation. Implementation will extend from localised projects such as street design, to more community and neighbourhood based planning such as the location of new community facilities, and the function and design of neighbourhood centres.

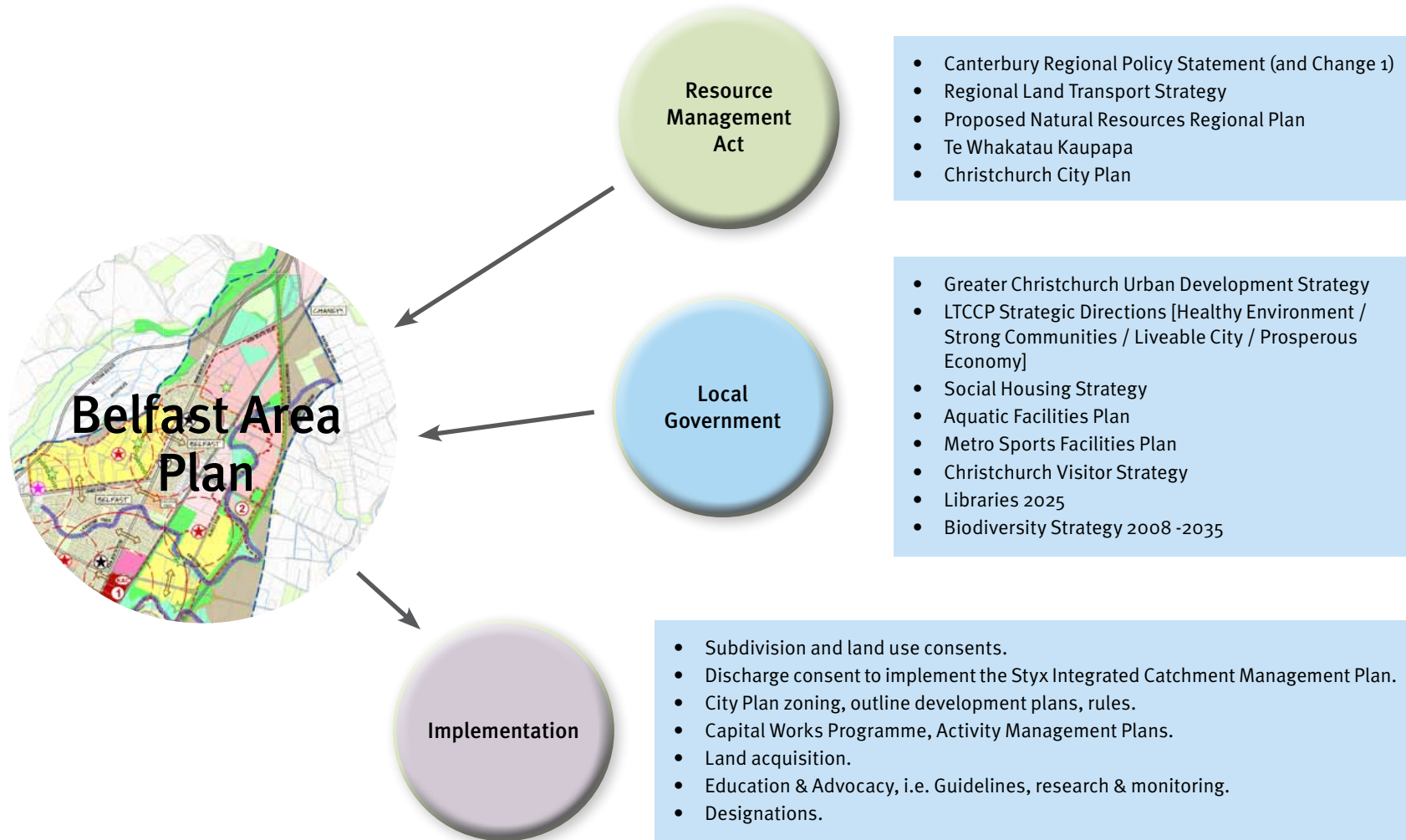


Figure 1: Relationship to Other Plans



## Principles of the Belfast Area Plan

As a distinct urban settlement, Belfast will grow in a sustainable, consolidated and co-ordinated manner. Land use, transport and infrastructure will be integrated to support a diverse environment that encourages work, play, and residential opportunities; while recognising and protecting, as appropriate, those natural resources of Belfast that both define the area and provide its distinctive identity.

Sustainable development and management have been brought together into four principles that have guided the development of this Area Plan as outlined in Figure 2.

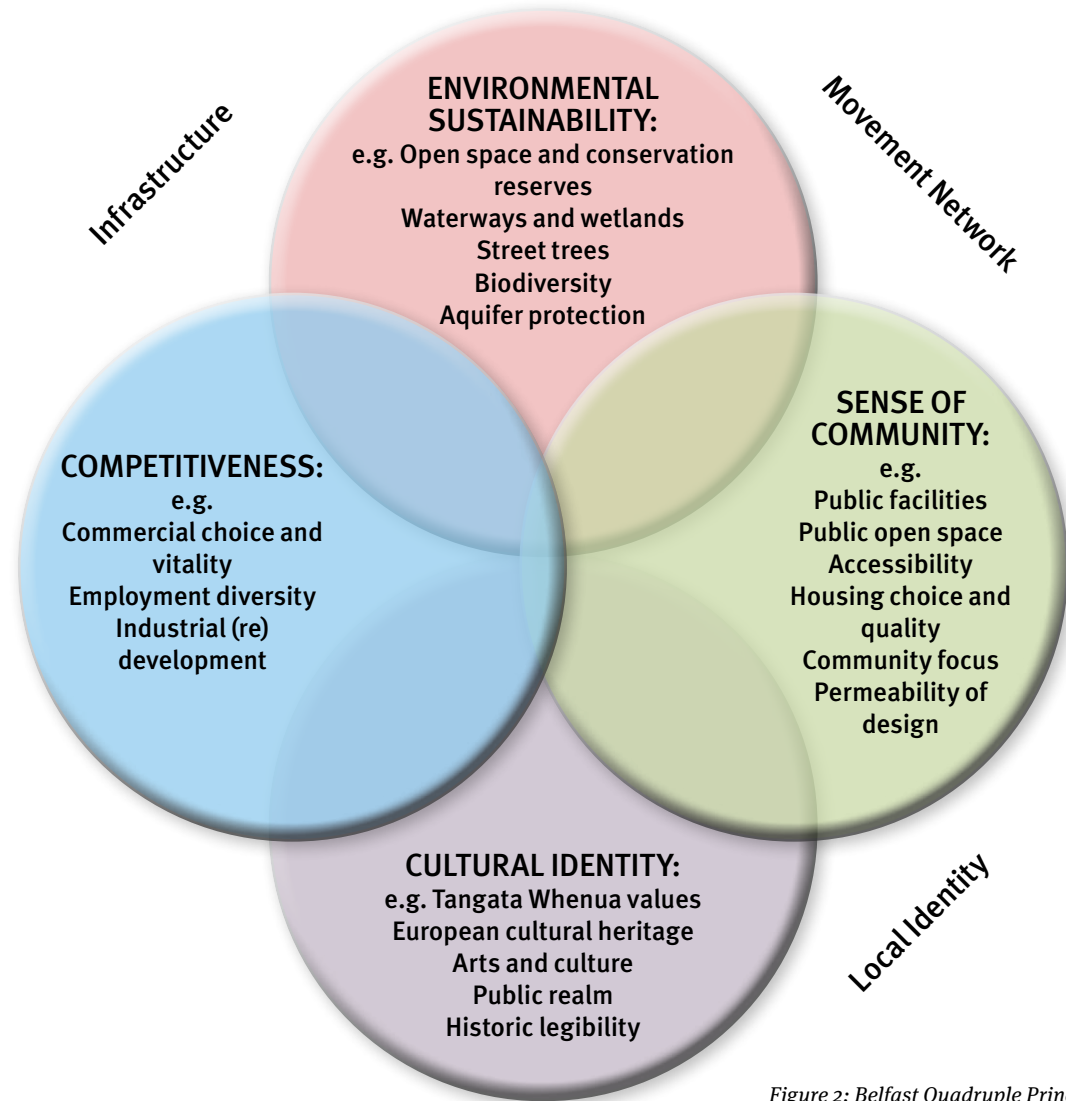


Figure 2: Belfast Quadruple Principles

**Environmental sustainability** is the foundation of the Area Plan. A strong emphasis is placed on the Styx River / Puharakekenui system, including the Kaputone Stream. There is an underlying requirement within the Area Plan that the Styx catchment has the capacity to absorb further urban development without creating significant downstream adverse effects on natural resources, people and properties.

The aim is to maintain and enhance these natural water systems as an integral part of any urban development. The Area Plan also provides opportunities to achieve other environmental outcomes as part of the overall Vision (see Part C).

Urban and rural activities have significantly modified the landscape character of the area and affected indigenous flora and fauna. There are significant ecological values existing in the conservation areas of the Styx Mill Reserve and The Groynes. The Area Plan places considerable focus on restoring lost ecological values, and enhancing remaining surface waterways and wetland environments.

**Sense of Community** (or community pride and identity) is achieved through recognising and providing for the needs and identity of a diverse and constantly changing community. These include:

- Designing neighbourhoods with attractive and safe open spaces, quality building design, and excellent provision and accessibility to a wide range of community facilities and services.
- Local features which build on the historical relationships of the community with the area, including its industrial past.

**Competitiveness** is about ensuring that Belfast provides a diversified employment base, and remains an attractive place for business.

Belfast is an important business area. In 2008, some 657 local businesses provided 3265 jobs. The area is one of the few in the city located on the confined aquifer which still has land available for development. Therefore, Belfast is a key location for future industrial development. One of the aims of this Area Plan is to ensure the infrastructure needed to support economic development during the next 35 years is provided in a cost-effective manner, overcomes existing transport constraints, and provides high environmental standards. New industrial and commercial business developments are expected to greatly improve the functioning of historical business developments in the area.

**Cultural Identity** relates to ensuring the Area Plan is relevant to all cultural and ethnic groups, providing them with ownership and identity in the built and natural form.

Of particular importance is the Area Plan identifying and providing for the special place of tangata whenua and their relationship with Belfast and the wider Styx catchment. Ngāi Tahu, the iwi with manawhenua for the area, places a high value on the life sustaining and spiritual qualities of the natural environment of Belfast, particularly those associated with the land and water. Ngāi Tūāhuriri represents the hapū and whānau that have traditional and contemporary associations with the area.

The historical associations of Belfast have formed a considerable 'touch-stone' providing much of the existing identity and sense of community.

## [PART B] Background

Setting .....	Page 12
Settlement and development .....	Page 14
Current land use .....	Page 15
Land-use constraints .....	Page 17
Demographic profile .....	Page 19
Overview of key issues.....	Page 20
Key issues .....	Page 21
Land-use assumption .....	Page 25

## Setting

Belfast is characterised by its rural-urban setting, enhanced by surrounding farmlands, the Styx River / Puharakekenui and the south branch of the Waimakariri River / Ōtūkaikino.

The Belfast Area Plan relates to an area of about 1349 hectares in the north of Christchurch. It extends northwards to the margins of the Otukaikino tributaries and south to the boundary of the Styx River / Puharakekenui. To the west, Belfast is bordered by the Groynes Recreation Area, and the Kaputone Stream forms a natural boundary in the east. From above, the township appears as an urban peninsula jutting into a predominantly rural setting. During recent years, significant urban growth has modified and increased impacts on Belfast's natural and physical resources.

Belfast sits entirely within the large Styx River catchment<sup>1</sup> (refer Plan 1) and is interlaced with a network of old river channels and spring-fed waterways, including the Styx River / Puharakekenui, Kaputone Stream and the south branch of the Waimakariri River / Ōtūkaikino. The Styx River / Puharakekenui system is among the most prominent waterways in Christchurch, and significant work is currently being undertaken by the Council and the Belfast community to protect and enhance the waterway, its margins and major tributaries. Belfast, like the balance of Christchurch City, is developed on a historic floodplain, resulting in risks to development from flooding events.

Much of Belfast is located on ground composed of silt and gravel substrates (particularly Waimakariri deep silt loams), which are relatively well draining and in themselves do not restrict development. Groundwater quality throughout the Styx Catchment is generally high due to the Waimakariri River seeping through the porous substrate, which reduces the

---

<sup>1</sup> An Integrated Catchment Management Plan (ICMP) is currently being prepared by the Council to determine how the surface and ground water resources within the Styx Catchment are to be managed.

potential impact of any contaminants in water soaking through the land surface. The proximity of the Waimakariri River, together with finely grained silts and clays, form and protect a number of important aquifers that provide valuable freshwater for the community.

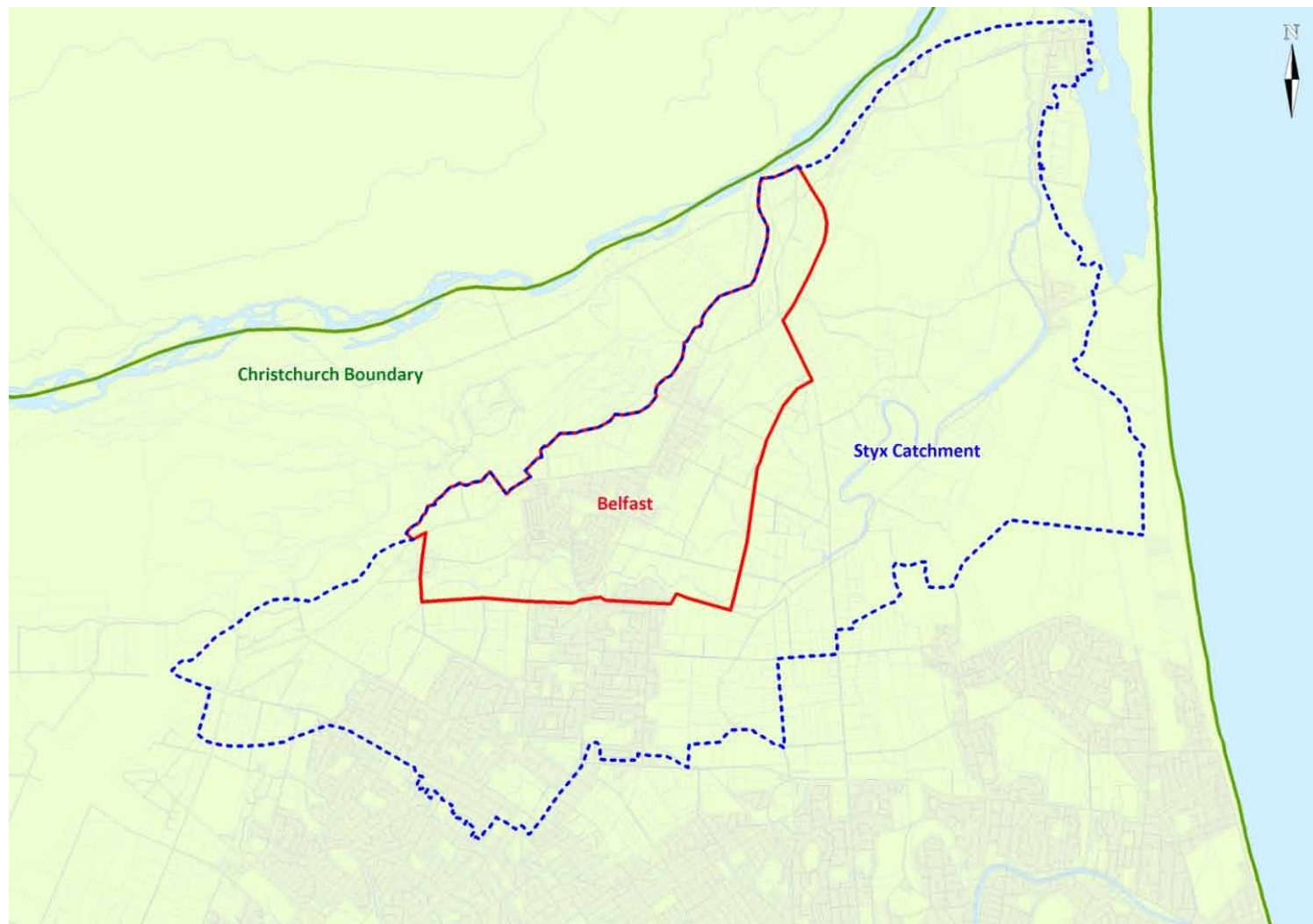
In addition to relatively free draining silts and gravels, Belfast has large areas of peaty soils that historically supported wetland plants and some localised forest areas, and provided habitat for indigenous fish and birds. Land clearance, urban development and waterway realignment over the last century have disturbed habitats in Belfast. Indigenous swamp vegetation that once dominated the area has been largely replaced by exotic pasture, shelterbelts and private gardens. Despite this, a number of significant reserves and riparian areas provide opportunities to restore indigenous flora and habitat for local wildlife. The most significant reserve areas within Belfast include the Styx Mill Conservation Reserve, Otukaikino Reserve and reserve areas along the margins of the Styx River / Puharakekenui. There are also small pockets of indigenous flora throughout Belfast, which require ongoing monitoring and protection.

Belfast was an important area for mahinga kai (food and resource gathering), as well as for cultural and spiritual practices for tangata whenua. It was also part of a travel route for Ngāi Tahu between Ōtautahi and Kaiapoi. As manawhenua and kaitiaki (stewards), Ngāi Tahu and Ngāi Tūāhuriri, have an ancestral relationship to Belfast's lands and waters. The Council is committed to working with Ngāi Tahu to ensure the Belfast Area Plan reflects the values and aspirations of tangata whenua, as well as other residents.

Belfast is characterised by its rural-urban setting, enhanced by surrounding farmlands and the natural boundary of the Styx River / Puharakekenui. Local residents value the rural-urban boundary and its contribution to a sense of place and

identity. Belfast retains a strong connection to the agricultural and horticultural origins of the township; a relationship maintained by the continued presence of the meat-processing industry to the north of the area. The location of Belfast at the northern boundary of Christchurch makes the area a key gateway to the City.

Belfast residents enjoy an environmental setting rich in natural and cultural assets that provides a strong sense of local pride and identity. As the area continues to develop, it is important to retain and enhance the environmental assets valued by the community. The Belfast Area Plan provides a mechanism for ensuring that the community's Vision for the area is achieved while protecting the local environment and character.



*Plan 1: Belfast Study Area and wider Styx Catchment*

## Settlement and development

Belfast “the leading suburban retreat for the gentry and future nobility of Canterbury” (Lyttelton Times 16.1.1882).

Ngāi Tahu is the iwi with manawhenua over the Canterbury area. Ngāi Tahu have their origins in three main waves of migration. The first wave involved the Waitaha people, an earlier Māori tribe who came from Hawaiki on the Uruao canoe and are believed by many to have settled directly in Te Waipounamu. The second wave, that of Ngati Mamoe, migrated from the East Coast of the North Island, as did Ngāi Tahu in the third wave, in the mid-1600s. The Belfast Area is within the region known as Ouruhia. Tūrākautahi, the son of Tūāhuriri was one of the principal chiefs who led the migration of Ngāi Tūāhuriri to this region.

Originally, the Belfast area was a raupo swamp. Land between the Waimakariri River and the Styx River / Puharakekenui was first settled by Europeans in the form of large farming runs in the early 1850s, soon after the arrival of the first four ships, and rural farming sections in what is now the Belfast township sold in the late 1850s. The first industry in the area was a soap works factory established in the 1870s.

In 1881 the township was first subdivided into smaller farming sections and quarter-acre sections which were auctioned off the following year. The name Belfast was used for the settlement as early as 1881.

A catalyst for the development of the town was the establishment of the Canterbury Frozen Meat Company (CFM) in 1881, not long after refrigeration began in New Zealand. The slaughterhouse began with six workers in the 1880s, and grew extensively over the years to employ 340 workers by 1903, and 2000 in the early 1990s. A number of industries arose in conjunction with the frozen meat industry in the district in the 1880s, such as fellmongery, wool scouring and fiddle string works, which have been replaced by more modern industrial alternatives.

Aside from being a centre of industry, Belfast was used as

a main thoroughfare to the north. The road was boggy and difficult to traverse in the 1850s and 1860s, and crossing the Styx River / Puharakekenui and Kaputone Stream often proved fatal. By 1853 the Main North Road was formed up to the 7 Mile Peg. In 1928 this was laid in concrete, with the present bridge over the Styx River / Puharakekenui being constructed in the 1930s.

By 1903, Belfast could be reached by a coach service or rail. It was described in the Cyclopaedia of Canterbury 1903 as being “surrounded by a rich agricultural district, occupied by farmers holding an average of about 40 acres each, and growing chiefly oats, potatoes, and onions.” By this time there was a butter factory and a creamery belonging to the Central Dairy Factory in the township. There was also a public library and a Methodist Church.

Belfast was the site of sheep and cattle rearing and the cultivation of fruit orchards. Many of these land uses continue today. Like many parts of rural New Zealand, there are a number of heritage and landscape values associated with rural land uses, including linear fence lines and shelterbelts, historic farm buildings and the distinctive rural-urban edge.

## Current land use

Forming the northern extent of Christchurch City, this ‘urban peninsula’ is residential in the south, surrounded by rural land to the east and west, and then comes to an abrupt end at the Christchurch Northern Motorway.

Land-use activities in Belfast have not changed substantially since the township was established, although the scale of activity has increased significantly. Residential, industrial, commercial, recreational, transport and rural activity has existed in the township since European settlement. Pastoral farming and horticulture remain the dominant land-use types in the area, though new land uses have emerged including major tourist and residential complexes and a number of new conservation areas. One of the main challenges for the Belfast Area Plan is to integrate the many and varied land uses in a manner that maintains and enhances some of the distinctive features that make Belfast unique.

At present, Belfast consists of about 756 hectares currently zoned rural, 284 hectares zoned urban, 172 hectares zoned industrial and 103 hectares have open space or conservation zonings. There are also a number of significant transportation corridors that support and connect current land-use activities in Belfast.

The predominance of rural land within and adjoining Belfast gives the impression of a semi-rural township. The urban area is surrounded in most directions by pastoral farming and other agricultural and horticultural activities forming a distinctive rural-urban edge. The versatile soils present throughout many parts of Belfast support a wide variety of rural land uses. There is increasing pressure to develop rural land on the fringes of Belfast to cater for population growth and to allow for lifestyle choices through a variety of living densities. Further development of rural land needs to be carefully balanced with the community’s desire to retain the rural character and heritage of Belfast.

Industrial land uses, in particular meat and wool processing, have been a feature of the Belfast landscape for over a century. It is likely a continued reliance on large-scale animal processing will be counterbalanced in the coming years by an increase in light industrial business activities, which will lead to a fundamental

change in the character of Belfast. As this occurs, it is important that significant remnants of Belfast’s industrial heritage are retained in some form or integrated within new land uses.

In addition to the historic and ongoing processing activities, there is also a range of light industrial and retail activities within Belfast which provide employment and services to the community. In the modern township, small village centres and local vendors exist alongside major supermarkets and shopping centres. The retail sector, in particular, has grown considerably in Belfast in the last decade and is now the major driver of local economic growth. While the industrial and retail sectors provide jobs and important services in Belfast, there is a lack of employment opportunities for office workers who must commute into Christchurch for work. As Belfast develops, it is hoped that a more diverse range of local employment opportunities will be created.

Many of the early inhabitants of the area were employed in the meat and dairy processing industries. As a result, early Belfast was characterised by relatively low-cost housing which was built to accommodate farm and industrial employees. Older houses in the area are modestly scaled, detached and variable in their design and appearance. Over the last decade, Belfast has experienced significant urban growth and newer subdivisions display a greater variety of housing density, style and size than many of the older areas. There is a growing trend in Belfast towards increasing residential density and a smaller scale of building and design in newer areas. Urban development has resulted in substantial change to the character of Belfast. For example, the development of the large Northwood subdivision has introduced a variety of residential densities to the area.

New residents are drawn to Belfast by its high-quality housing stock, semi-rural outlook and the proximity to new retail centres and services. Residential areas are characterised by an eclectic mixture of older and newer housing, and the integration of the

different parts of Belfast is a focus for the Area Plan. There is also continuing pressure to convert adjoining rural land to support residential and industrial activities, and is likely to be accompanied by pressure on community facilities and local infrastructure to accommodate new communities as a consequence of growth.

Industrial, rural and residential activities are supported by significant transportation corridors that traverse Belfast. Main North Road (SH1/74) is a major arterial and is a significant gateway to Christchurch which provides access to the Central City. Johns Road (SH1) is a major arterial which provides a link to Christchurch International Airport and a bypass route around Christchurch.

The rail corridor runs to the east of Belfast and is aligned with the existing and historic industrial activities in the area. As the planned Northern Arterial motorway and the Western Bypass Routes are constructed in future decades, traffic volumes should decrease on Main North Road and Johns Road. This will have a major effect on the character of Belfast, enhancing the area's identity as a semi-rural village and improving liveability.



## Land-use constraints

Further urbanisation of Belfast is not significantly constrained by natural or physical factors, although infrastructure constraints, particularly roading, will affect the timing of land development.

Land-use constraints are factors that limit, constrain or delay land use, and therefore determine how and when land can be developed or used.

Two types of land-use constraints have been identified in the Belfast area: Critical and Negotiable.

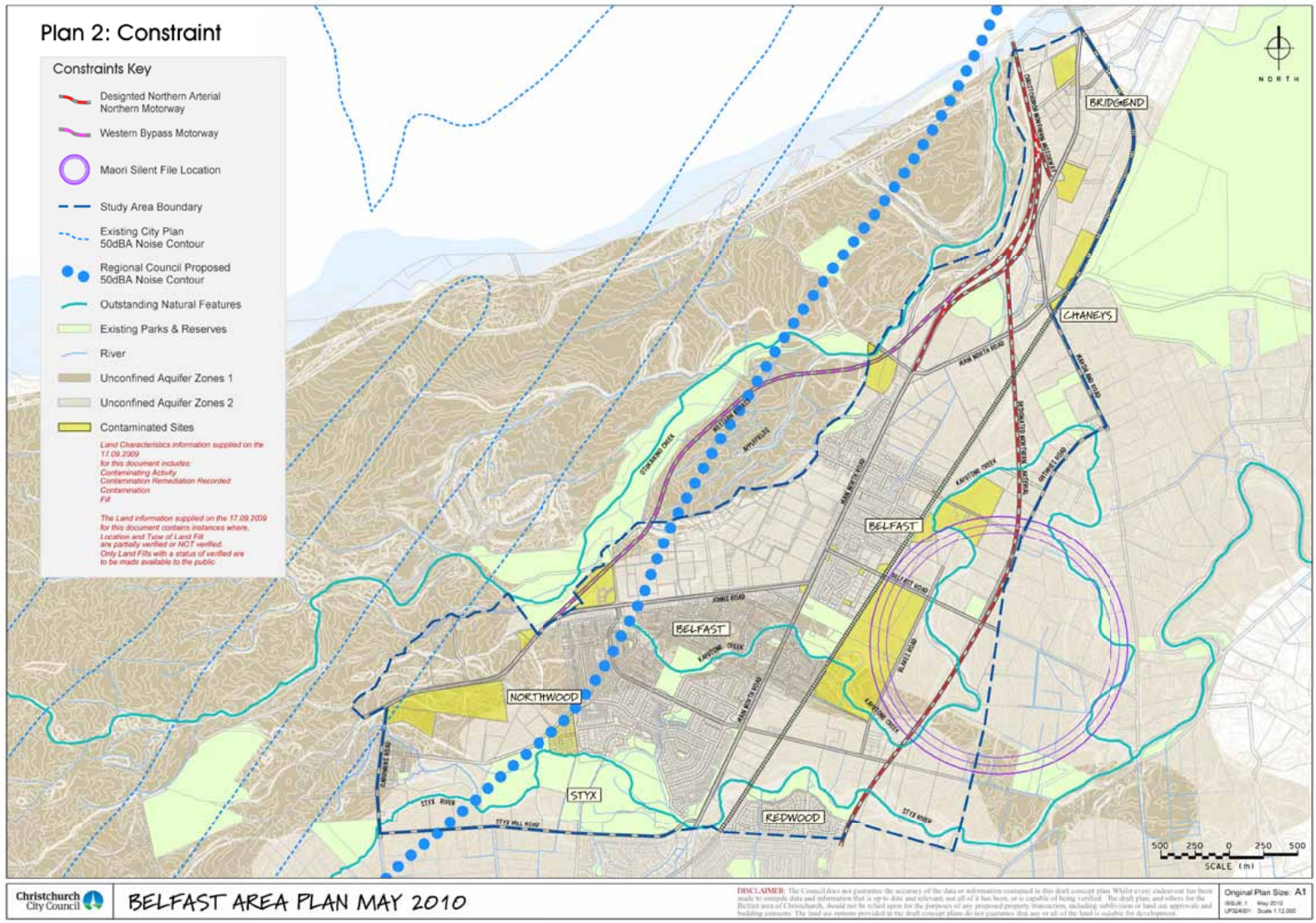
Critical constraints are systems or resources that must not be compromised and areas that should not be developed. Critical constraints include the following:

- the unconfined aquifer;
- geotechnical hazards such as hazardous waste dumps and contaminated sites;
- high ecological values;
- outstanding natural features, such as the Styx River / Puharakekenui corridor;
- strategic assets of national and regional significance such as the location and timing associated with the proposed Northern Arterial, Western Belfast Bypass, and possible buffer areas;
- revised air noise contour (50dBA noise contour) for Christchurch International Airport;
- significant sites to tangata whenua;
- areas subject to significant flooding risk; and
- heritage and historic sites.

The extent and location of these critical constraints affect land use in Belfast, but will not significantly limit urban growth in the area. These are identified in Plan 2.

Negotiable constraints are land-use constraints whose effects can be minimised and whose loss can be accepted when balanced against other competing needs. Belfast examples

include: versatile soils; low-risk hazard areas; and the extent of buffer setbacks to the proposed Northern Arterial. Negotiable constraints will not significantly limit urban growth in the area, however, infrastructure constraints will affect the timing and staging of land development.



## Demographic profile

Given the extent of rapid population growth in the area during the last decade, Belfast has had considerable ‘growing pains’ where community and physical infrastructure has not quite kept pace. It is expected another 2900 households will be developed in the area, with the majority built before 2021. Residential and business development within Belfast must be matched with appropriate services to meet the needs of a larger, more diverse and aging population.

Belfast had a usual resident population of 7641, living in some 2844 households in 2006, at the time of the last Census of populations and dwellings. This represents a population growth of 100 percent over the preceding decade. Significantly, the recent growth of Belfast has exceeded the average rate of growth for the rest of the city, indicating growing demand for residential property and land development in this area.

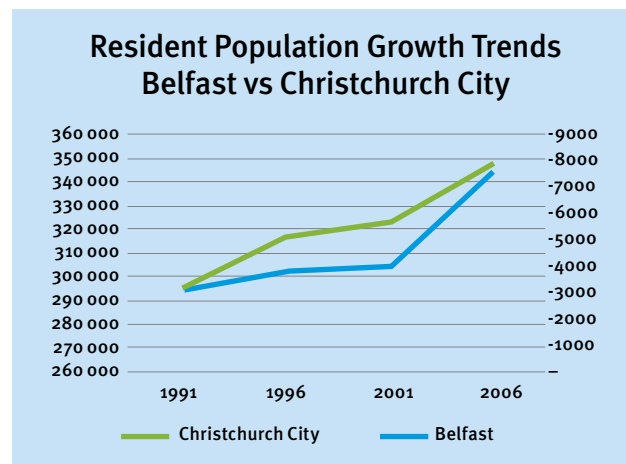


Figure 3: Residential population growth in Belfast

Belfast’s population is expected to continue to grow to reach 15,000 residents before 2041.

At present, the overwhelming majority of Belfast residents are aged between 15 and 65, with about 14 percent aged 65 or older, and some 21 percent aged less than 15. While Belfast currently has a relatively high number of families in the area with young children, this is projected to change significantly as the population ages.

The increasing proportion of elderly in the area will require particular community facilities, parks and open space, social housing and transportation infrastructure.

Belfast has traditionally been less ethnically diverse than other areas in Christchurch. At the last census, Belfast was comprised of mainly European New Zealanders (81%), and Māori (8%). A small minority of people identified themselves as having Pacific, Asian or other ethnicity. It is expected that Belfast will be more ethnically diverse in the future, which will have implications for service delivery and community development.

Another important consideration is the socio-economic mixture of the area, with considerable ‘white collar’ employees and their families to the south, and ‘blue collar’ workers and their families in the more historic central and northern areas of the Belfast settlement. Residents living in the central and northern areas have comparably reduced access to transportation, social opportunities, communication, employment and education-related resources. The Area Plan must recognise these disparities and prioritise provision of infrastructure and services so that all residents benefit from the development of the area, regardless of their socio-economic and geographical circumstances.

## Overview of key issues

Further growth in Belfast should not come at the expense of maintaining those environmental qualities that are unique and significant to the area. Increased residential, business and community growth should be based on improving connectivity between those living, working and playing in Belfast, and furthering access to community and social services.

As identified below, there are a number of broad key issues that influence future growth within Belfast:

- Accommodating increased population growth within Belfast raises challenges as to how such residential development is matched with both employment opportunities and increases in recreational and community services. This is to increase connectivity, and therefore decrease how far people may need to travel to work, play in a park, see friends or obtain goods and services.
- There is a risk that residential development in Belfast will reduce open space character and opportunities for tree and garden planting, with a consequential decrease in amenity values. This poses difficulties for continuing the historical trend of dispersed residential growth.
- Business employment within Belfast has traditionally been associated with the manufacturing and primary sectors. However, employment trends in New Zealand are changing, with a recent shift towards light industrial and commercial office activities. This provides a challenge for business and economic growth in Belfast to be based on a diversified range of employment opportunities.
- Business and infrastructural activities, can if they are not appropriately managed, give rise to adverse impacts on adjoining sensitive areas such as residential homes and areas of open space.
- Existing transport corridors in Belfast, such as the main railway corridor, Johns Road and Main North Road, reduce connectivity between residential and business areas within Belfast. Reduced traffic flows as a consequence of improvements to the State Highway

network provide significant opportunities for reducing barriers between communities within Belfast.

- NZ's residential trends reveal an aging population. Consequently, the nature of infrastructure and requirements for housing, recreation and transport facilities in particular are also expected to change in Belfast. This provides challenges in ensuring a range of housing and transport types are provided in the area, and also that infrastructure is suitably resilient to sustain the changing demands that may be placed on them in future.
- Belfast is blessed with a number of important waterways, including the Styx River / Puharakekenui and the South Branch of the Waimakariri River / Ōtūkaikino. Urban development can be detrimental to the amenity, character, quality and quantity of these waterways and will need to be managed so as to avoid or mitigate impacts on such values.

Specific issues as they face individual matters are identified in no particular order on the following pages.

# Key issues

## Water environment

Styx River / Puharakekenui and the south branch of the Waimakariri River / Ōtūkaikino comprise significant natural waterways –including the Kaputone Stream, Smacks Creek and Kainga Drain.

Maintaining or improving water quality, managing flooding, retaining springs and ensuring base flows are maintained in the main river systems, are central for sustainable development within Belfast. There are also statutory controls requiring careful stormwater management.

As urbanisation increases in Belfast, there is likely to be an increase in impervious surfaces preventing water from being absorbed into the ground. This will increase stormwater runoff and the potential for contamination to enter waterways as well as for flooding to occur.

Best practice methods of stormwater management are necessary, and include techniques such as the use of swales, soakage basins, wetlands and detention basins. These incorporate more naturalised stormwater management systems, which support a range of values including amenity, ecology and recreation as well as drainage.

Belfast sits over the boundary between the city's confined and unconfined aquifer. West of this boundary the intensification of urban development can lead to a greater risk of contaminants leaching into groundwater.

## Ecology

Ecological processes within Belfast have been highly modified and degraded as a result of historic land clearance, changing land uses and population growth. Indigenous vegetation is fragmented and has been reduced to small, but locally significant, remnants. The margins of rivers and streams have retained some indigenous vegetation in a few areas, but the majority of indigenous flora within Belfast is the result of enhancement and restoration projects.

Increasing sedimentation and the loss of riparian vegetation threaten locally important aquatic species. Many wetland and ponding areas have been drained with the development of urban and rural land uses. Not surprisingly, water quality and species diversity is higher near the rural headwaters of Belfast's rivers and streams and decreases within urban areas. Maintaining waterways in a natural state and controlling the discharge of stormwater runoff is fundamental to sustaining and restoring aquatic biodiversity.

Habitat restoration and the reintroduction of indigenous species to Belfast is a long-term goal, which requires the ongoing maintenance of existing areas of ecological importance, the development of new core habitats, the participation of residents, businesses and developers in the protection of local ecology.

Maintaining and enhancing habitats along migration routes through enhancing fragments will be critical to improving the number and diversity of indigenous species.

## Landscape

The landscape character of Belfast is made up of a number of different elements, which define the area and make it unique. These elements include:

- land form (the plains and the river terraces);
- land cover (the wetlands of Ōtūkaikino, the Styx Mill Reserve forest areas);
- natural character (the networks of conservation reserves, and the Styx River / Puharakekenui and Kaputone Stream systems that are the only remnants of the area's historic character);
- land uses (the residential neighbourhoods of North Belfast and Northwood, and the industrial areas);
- the rural fringe (many Belfast residents currently have a rural outlook); and
- urban amenity (the structure and design of Belfast's urban area, such as the nature, connections and importance of Sheldon Park).

Belfast's unusually long rural/urban boundary, coupled with the major waterways reinforces the area's image as a semi-rural village, and as the northern gateway to the City.

Development of the area must reflect and enhance Belfast's sense of identity, and reference elements such as the area's 'gateway-to-Christchurch' role, the integration of 'old' and 'new' Belfast, and provide recognition as appropriate of the area's distinct historic and rural features.



## Open space

Belfast has a wide range of open recreational space, conservation reserves, and community spaces. All of these provide character, and a sense of identity to the area.

Sheldon Park and the Styx Mill Reserve are parks of great value to Belfast residents. Sheldon Park has been identified as a significant hub for the community, with the capacity to integrate a number of existing sports clubs and act as a focal point for Belfast's increasingly diverse population.

More people living in the area will put some strain on the existing reserves, highlight the current reserve deficiencies in central and northern Belfast, and increase demand for new reserves and community resources. The Council has an important role to ensure open spaces are provided to keep pace with urban growth and satisfy community needs.

Greater connectivity between open space areas is also required to create an integrated network of parks and reserves. Waterways corridors (riparian margins) may be particularly suited for the development of open space corridors, as opportunities arise and as balanced against other open space needs.

The provision of parks and reserves also plays an important role in defining the boundaries of Belfast.

## Tangata whenua

Belfast is a highly significant area for the tangata whenua, Ngāi Tahu, and Ngāi Tūāhuriri in particular, and has long been prized for its fertile lands and waters, food and resources, as well as places of cultural and spiritual value. Ngāi Tahu continues to advocate for greater protection of the mauri (life principle) of lands and waters in Belfast to restore the health of the environment and ensure the wellbeing of the community. Building on the partnership between Te Ngāi Tūāhuriri Rūnanga and the City Council and developers is fundamental to recognise and provide for cultural values as Belfast develops.

Land is particularly revered by Ngāi Tahu in locations where traditional ceremonial and burial practices occurred. Of particular note are the wāhi tapu (sacred) sites within Belfast which require a significant degree of protection as Belfast develops. Accidental discovery protocols need to be put in place to ensure the appropriate management of any archaeological or cultural sites discovered through earth works and land-use change.

Ngāi Tahu places high value on local water resources, regarded as the source of all life and essential to the welfare of the people. There are a number of prominent waterways that run through Belfast, including the Styx River / Puharakekenui and its tributaries, and the south Branch of the Waimakariri River (Ōtūkaikino). Development must not lead to the degradation of these waterways and their inherent mauri.

## European cultural heritage

There is no suitable recognition or protection for a number of unique and notable heritage buildings, places, objects and trees within Belfast.

The early township had a number of important features, including colonial-era housing, a blacksmith's, Anglican and Methodist churches, a general store, town hall, post office, library, school and hotel. Some of these places are protected at a local or national level, but others are vulnerable to destruction or unsympathetic alteration. Such locations require enhanced levels of protection as urban development increases in the coming years.

In addition to built heritage structures, there are a large number of protected trees in Belfast, which are associated with the early European settlement of the area. They are primarily associated with Kaputone Reserve, Main North Road and private residences. Ongoing protection and maintenance of historic plantings is necessary to ensure Belfast retains strong links to its European cultural heritage.

Specific attention in the Area Plan aims to ensure the context, connection, and where appropriate, re-use of important heritage buildings and places. Heritage conservation, and raising awareness of the importance of heritage to the unique identity of Belfast, is essential to ensure the distinctiveness of the area is retained where development occurs.



## Residential

Christchurch has examples of both good and bad neighbourhood design. Fortunately, Belfast has avoided the worst examples of this, but does suffer in some instances from poor connection between neighbourhoods, and reduced accessibility to essential community facilities and services.

There is a lack of connections (permeability) between residential areas in Belfast. This fragmentation between areas is the factor of the design of newer developments in the area, and the consequence of the existing infrastructure barriers of the Main North Road and the Main North Rail corridor. These divisions can be difficult to overcome retrospectively.

Northwood is an example of an area that has predominantly been designed to cater for larger families on moderate to high incomes. Although a variety of housing types have also been provided within Northwood, including terraced and elderly persons housing, there is a need to ensure that all new residential areas are connected and offer a choice of housing types to provide for predicted demographic changes.

Some of the existing residential neighbourhood areas in central and northern Belfast require renewal to improve safety, encourage investment and retain the existing well-developed sense of community within these neighbourhoods. This requires the retention of accessible community and commercial facilities.

## Community facilities and services

As one of the older suburbs of Christchurch, Belfast has a well-developed network of community facilities, such as places of worship, pre-school centres, the Belfast Primary School, medical clinics, voluntary and welfare services, social housing and museums.

Community facilities are vitally important to assist the delivery of social services, and provide meeting places for local residents. Recreational facilities allow people to participate in activities such as swimming, group exercise and organised sport. A number of important recreation facilities in Belfast are located in and around Sheldon Park.

The community has raised concerns about insufficient community facilities and infrastructure. These include the desire for improved pedestrian and cycle links, additional social and recreational facilities, and concern about the shift of facilities to the south. Presently, a number of needs are being met through local-led initiatives such as the Belfast Community Network and the Belfast Rugby Club.

Significant population growth in the Belfast area is increasing the need for new and improved community facilities and services. Consequently, the Council must work closely with community groups and local agencies to ensure facilities and services are provided in an equitable manner in response to local demands.

## Business land

Commercial and industrial development in the area provides either places to work, or services and retailing for people and communities within Belfast. This reduces the need for the community to access employment, goods and services outside of Belfast, therefore reducing vehicle trips and providing a more efficient settlement pattern.

Manufacturing businesses, while proportionally decreasing throughout Christchurch City, remain a considerable employer in Belfast, although this trend may not continue through to 2041. More diverse employment opportunities should be sought for future business development.

At present, Belfast contains a substantial amount of the city's vacant industrial land. The uptake of this land is low, due primarily to: a lack of services; ownership fragmentation; and the absence of a more efficient and accessible arterial road network. Once these barriers are overcome, demand for industrial development in the area is expected to increase considerably.

New business areas, and the redevelopment of existing business areas, need to be planned to integrate with surrounding land uses. A higher level of amenity will be anticipated than historically provided.



## Rural land

Many factors play a role in determining the outcome for rural land around Belfast.

Greater pressure is being applied to have rural densities increased through rural-residential sized allotments of some one to three hectares. This has the potential to fragment productive rural lots, and also lead to difficulty creating in terms of retrofitting a more intensified urban development in such 'fractured' areas.

There is strong regional emphasis on protecting or maintaining versatile soils, and maintaining rural character. These needs should be carefully considered alongside essential growth to accommodate increasing populations and lifestyle choice.

Although rural land around Belfast has the potential to provide residential and business land for future population growth, this needs to be balanced and co-ordinated with infrastructure development and environmental protection. While servicing is possible, other factors need to be taken into account such as: avoiding the airport noise contours for noise sensitive activities; maintaining the floodplain; providing stormwater management; and enhancing waterway margins.

Maintaining the integrity, character and amenity of the rural area, especially at the urban fringe and city gateway, increases in importance as Belfast is developed.

## Transport

An underlying principle for both the development and implementation of the Belfast Area Plan, is the integration of transport and land use to reinforce a sustainable urban form, development and intensification.

An underlying principle for the development and implementation of the Belfast Area Plan, is integrating transport and land use to create a sustainable urban form for development and intensification.

The development of Belfast relies on integrating with the wider northern Christchurch transport network, including both the Northern Arterial and Western Belfast Bypass. These routes are necessary to ensure adequate capacity and safety for vehicles on the road network in this area.

The local road network needs to be upgraded and extended to provide access into new growth areas, ensure the efficient movement of people, goods and freight, and maintain safety standards.

Increasingly, urban planning must incorporate designs that influence changes in travel behaviour, primarily by promoting transport choice and resilient communities. In this way, people can have work and recreational opportunities close to where they live, and where parks and social activities can be accessed by walking and cycling.

Increased congestion and the rising costs of petrol will also increase demand for improved public transport services in the Belfast area, primarily along Main North Road.

## Infrastructure

Localised network infrastructure within Belfast forms a component of the wider city-based infrastructure networks, and includes such elements as:

- Water supply;
- Wastewater reticulation;
- Surface water management; and
- Electricity supply and telecommunication, such as fibre optic networks.

The establishment of infrastructure networks servicing Belfast requires careful co-ordination of subdivision for residential homes, business activities, or other land-use activities.

The principle of 'development pays for development' is crucial to ensure infrastructural establishment costs are met by those who benefit.

There is a simple infrastructure principle that development should move out progressively from existing networks, rather than leap frog into isolated areas that require extensive linkage back to the network. Applying this principle would help drive the staging and release of land within the Belfast Area.

There are some localised infrastructural constraints for Belfast. These include: a wastewater pumping capacity suitable for a catchment of some 13,000 people; bottlenecks in water supply piping at Richard Seddon Drive and Thompsons Road; and ensuring appropriate service connection to the Chaney's industrial area.





## Land-use assumptions

Belfast will be developed on the basis of maintaining adequate transport network capacity as well as aligning with the wider city consolidation and growth strategy aims.

The UDS adopts the medium to high household growth projections for a 35-year period (2007 – 2041) of some 135,000 people in addition to the 414,000 already within Greater Christchurch. The UDS places 60% of new development in existing areas and the remaining 40% in new (greenfield) locations.

Belfast is signalled as the city's second largest greenfield residential development, and an even larger proportion of Christchurch's industrial growth. This projected growth is due to the area's ability to be serviced by existing and planned improvements to infrastructure under the Council's Long Term Council Community Plan (LTCCP), and NZTA's projected 10-year spending programme for transport improvements, specifically the Northern Arterial.

An additional 2900 households are signalled to be provided in Belfast to meet anticipated demand for housing.

A substantial 110 hectares of additional industrial land is to be added, at the northern extent of Belfast which remains one of the few under-developed areas of the City located on the confined aquifer.

Some 98 hectares of inefficiently used existing industrial land around Chaney's will be serviced, to enable more sustainable use of this land, subject to adequate stormwater management being retrofitted into this area.

Other assumptions that underpin the extent of land-use activity depicted in the Area Plan are as follows:

- i) The land areas signalled for urbanisation and development are free from critical known land development constraints.
- ii) The land requirement to accommodate 2900 new households relates to about 210 hectares based on a net residential density of 15 households per hectare. Net density is the number of lots or household units per hectare and is promoted through both the UDS and Change 1 as a critical target for residential density in greenfield areas if consolidation growth objectives are to be met. The net area includes land for, or which could be for:
  - Residential purposes, including on-site open space and parking;
  - Local roads and road corridors, including pedestrian and cycle ways (i.e. excludes State Highway network);
  - Local reserves.
- (iii) The City Plan requires urban development to be contained within a well-defined boundary. The Area Plan boundary takes the form of natural or physical features, with the exception of the 55dBA Airport Noise Contour to the west of Northwood. In particular, the Northern Arterial will provide a permanent boundary to rural areas to the east of the Belfast settlement.
- iv) New business areas are extensions to existing business areas, and are suitable for development given their accessibility to the Airport, the State Highway access to the north and south, and proximity adjacent to the Main North Railway. The ability to promote new industrial development on areas where the Christchurch aquifer is confined is a key aspect to the allocation of industrial development to the north of Belfast.
- v) Rural land may be subdivided to a four-hectare minimum as per the City Plan. In effect, little additional subdivision of Belfast's rural area will occur. No Rural Residential development is proposed in the area as a consequence of the Area Plan.

The net area excludes:

- Stormwater retention and treatment areas;
- Areas set aside for significant cultural, heritage or landscape values;
- Areas set aside for esplanade reserves, strips or access strips;
- Areas identified for commercial or business use, or for schools and community facilities.

[PART C] **The Plan**

Vision .....Page 27

Plan 3: Integrated land use to 2041.....Page 28

The Goals to achieve this Vision .....Page 30

## Vision

Belfast will grow in accordance with the UDS targets and will develop its sense of community, cultural identity, and economic competitiveness, while ensuring its environmental sustainability.

The Belfast Area Plan Vision will be met if the following outcomes are achieved:

By 2041, the number of households within Belfast will have doubled to about 5700 with a total population of close to 15,000.

This residential community will be supported with a wide range of employment options; from the more industrial business developments to the north towards the Chaney's industrial area, to the more commercial options towards the Styx District Centre.

Social and shopping centres will be provided within the main commercial hub located at the Styx District Centre. Smaller neighbourhood shops will be located at: Richell Street; as well as the newer Applefields and Blakes Road developments.

Substantial new residential communities will be established within:

- That area between Johns Road, Main North Road and the Ōtūkaikino (the Applefields development), based around a permeable roading and green space network, with a central small scale commercial and community hub; and
- That area between the Styx River / Puharakekenui and existing Industrial developments to the north (the Blakes Road development). Such development will be centred on an extensive open space network, concentrated around extensions to Sheldon Park, and esplanade reserves created around the Styx River / Puharakekenui and Kaputone Creek Corridor.

The historic residential areas of northern and central Belfast will have on-street amenity improvements to strengthen the visual qualities of these communities.

A strong urban – rural boundary is retained, defining Belfast as a distinct village within Christchurch City.

Tangata whenua values will be recognised and provided for in the restoration of all waterways and wetlands of Belfast, including the Styx River / Puharakekenui and Ōtūkaikino Reserve.

All residential and industrial uses will be well connected, with considerable transport choices including public transport, walking and cycling.

The construction and use of the Northern Arterial and Western Belfast Bypass will have occurred. Modifications to Main North Road will increase amenity, and facilitate improvements in public transport, walking and cycling in the area.

The ongoing development of the Styx Regional Park and provision of the Styx River Source to Sea walkway will provide considerable recreational and ecological benefits to the area. Together with the Groynes, the Styx Park and walkway will contribute much to the landscape character and identity of Belfast.

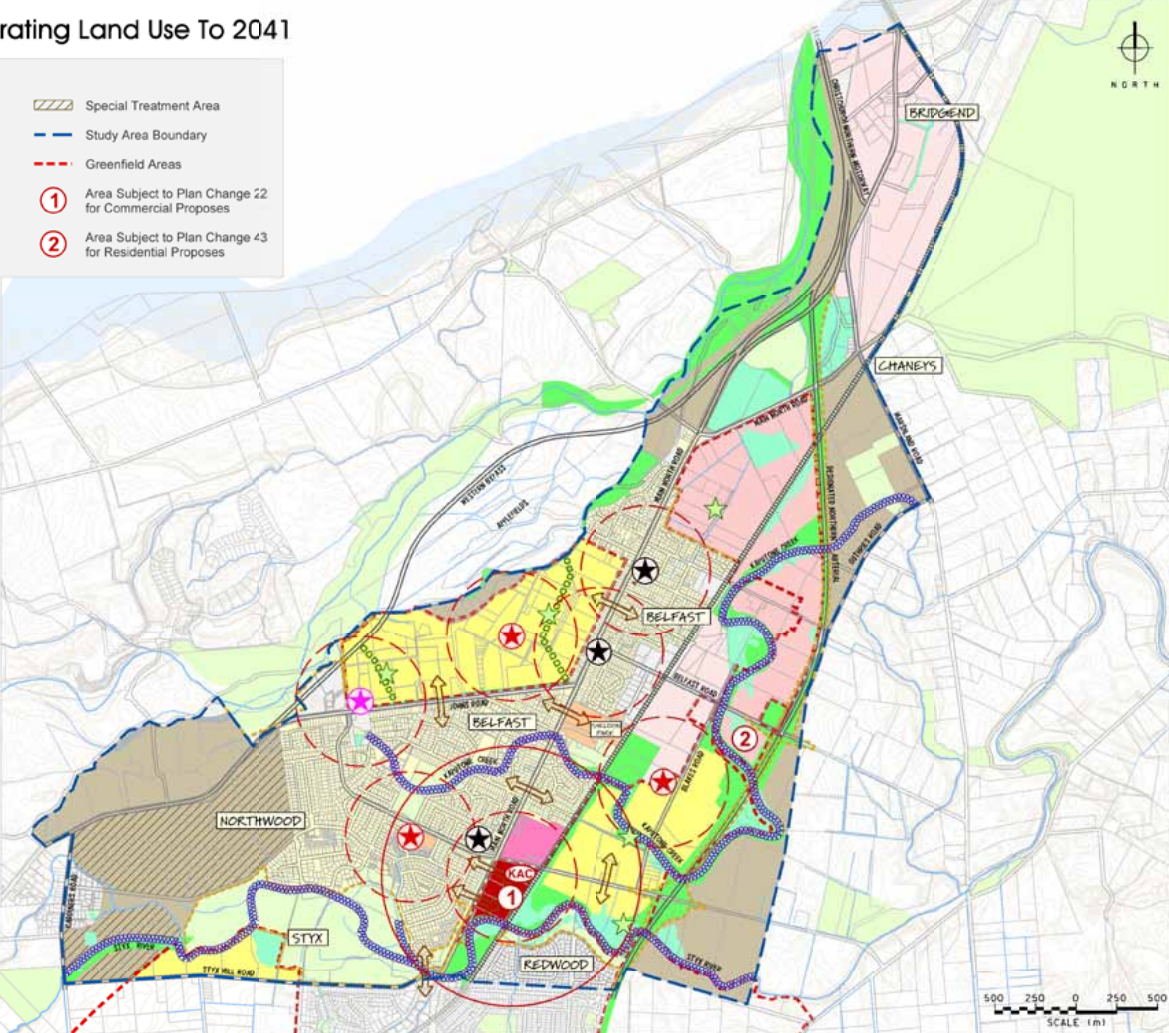
Infrastructure and network services are designed, constructed and managed to be resilient and adaptable to factors such as climate change, peak oil and the global economy.

The integrated land use and management framework to achieve this Vision is outlined in Plan 3.

### Plan 3: Integrated Plan Illustrating Land Use To 2041

**Key**

- Activity Centre - 800m catchment radius
- Neighbourhood Centre - 400m catchment radius
- Special Treatment Area
- Study Area Boundary
- Greenfield Areas
- Area Subject to Plan Change 22 for Commercial Proposes
- Area Subject to Plan Change 43 for Residential Proposes
- Existing Large Format Centre
- Proposed District Centre
- Existing Local Centre
- Proposed Local Centre (Note: Location indicative only)
- Proposed Local Centre (Deferred Until Western Bypass Commissioned)
- Key Activity Centre (KAC)
- Existing Industrial & Commercial Area
- Proposed Industrial Area
- Existing Residential Area
- Proposed Residential Area (15 households per hectare minimum density)
- Rural Area
- Community Hub
- Stormwater Management Areas
- Interface Treatment Required
- Waterway Buffer
- Existing Railway Corridor
- Neighbourhood Connection
- Existing Parks & Reserves
- Proposed Parks & Reserves
- Proposed Local Parks
- Proposed Greenway / Linear Park
- River



*Figure 4: New neighbourhoods developed around an extensive open space network and integrated stormwater habitat.*



## The Goals to achieve this Vision are:

### Goal 01. Water environment

Retain, protect and enhance the waterway environments that contribute to the natural character of the Styx / Puharakekenui and Otukaikino River systems.

### Goal 02. Ecology

Maintain and enhance the quality and quantity of Belfast's natural values and local ecosystems through the protection, enhancement and restoration of local geology and soils, water and wetlands and flora and fauna.

### Goal 03. Landscape

Retain and enhance a high level of visual amenity and character as the Belfast township develops, including incorporating natural land features into urban development.

### Goal 04. Open space

Provide an accessible interconnected network of open spaces that offers diversity in the function, type and size of parks and reserves to meet local and regional needs.

### Goal 05. Tangata whenua

Promote and develop Ngāi Tahu cultural heritage within Belfast, and conserve and restore places of cultural importance.

### Goal 06. European heritage

Promote and protect Belfast's heritage features and conserve places of historical and cultural importance.

### Goal 07. Residential

Promote well designed, resilient and safe residential neighbourhoods, providing:

- A mixed range of housing;
- Excellent connections to other residential communities; and
- Accessible social and recreation opportunities.

### Goal 08. Community facilities

Coordinate development of a range of accessible public facilities and services, primarily based around Sheldon Park, to reinforce existing facilities and encourage social interaction and healthy lifestyles while recognising the important role of the Styx District Centre as a Key Activity Centre in terms of the consolidation of commercial and associated appropriate community facilities.

### Goal 09. Business land

Enable a diverse range of employment and business opportunities for residents based on:

- High quality industrial developments in the north east over the confined aquifer, with excellent access to the wider transport network;
- Consolidation of commercial activity commensurate to growth in the area, principally located around the Main North Road/Radcliffe Road commercial centre; and
- Small scale commercial developments to meet local demands.

### Goal 10. Rural land

Protect the use and development of rural land, outside of the urban limits, to:

- Reinforce the rural – urban boundary through the use of boundaries such as roading, open space or the stormwater management network;
- Maintain rural character and outlook;
- Retain life-supporting capacity of versatile soils where appropriate; and
- Ensure rural activities are not restricted through reverse sensitivity effects.

### Goal 11. Transport

Integrate transport and land use to reinforce a resilient sustainable urban form, with development and intensification. Primarily the network will be based on ensuring that an appropriate level of multi-modal transport infrastructure and services are in place to provide sufficient capacity and function to support further urban development, including development outside of Belfast.

### Goal 12. Infrastructure

Co-ordinate incremental subdivision and building development with resource efficient infrastructure provided to service land use, and defer land use until necessary infrastructure is provided.

### Goal 13. Public involvement

Engage the community and stakeholders throughout the development of the Belfast Area Plan Implementation Programme.

Figure 5: *Balancing the Goals*  
– An example of a living environment that balances residential choice, with landscape, recreation and waterway enhancement.



## GOAL 01. Water environment

To retain, protect and enhance the water and riparian environments which together contribute to the natural character of the Styx / Puharakekenui and Ōtūkaikino River systems.

Belfast is characterised by the river systems of the Styx and Waimakariri Rivers. The water environment is highly sensitive to the impact of land-use activities. Without good management, urbanisation can lead to an uncoordinated approach to surface water management and an increased risk of sedimentation and pollution. A priority for the area is the development of a Blueprint that sets out the size, location and function of the treatment and detention facilities required to manage stormwater drainage.

A well designed, maintained and naturalised stormwater network protects and improves water quality and quantity, manages flood risk and maintains and improves natural habitats. A naturalised, connected surface water network includes a variety of stormwater management facilities such as sedimentation and detention basins, wet ponds, swales and wetlands, as well as the riparian margins of waterways. This approach is distinct from the more traditional utility approach of pipes, concrete channels, boxed drains and pumping stations.

### OBJECTIVE 1.1

Develop a Blueprint for a naturalised and integrated surface water network of sedimentation and detention basins, wet ponds, swales and wetlands to treat and manage stormwater runoff from existing and new urban developments. The focus is to internalise stormwater management within developments.

### OBJECTIVE 1.2

Ensure subdivision and development is consistent with the Blueprint.

### OBJECTIVE 1.3

Ensure that subdivision and development does not result in the degradation of the receiving water environment, including the protection of groundwater resources.

### OBJECTIVE 1.4

Establish storm water management facilities before building development within the immediate area.

### OBJECTIVE 1.5

Use detention basins to reduce flood risk and manage downstream flows during flooding.

### OBJECTIVE 1.6

Avoid the diversion of water away from existing springs and maintain base flows in waterways.

### OBJECTIVE 1.7

Create a buffer zone around existing springs and incorporate the spring and buffer zone into the naturalised stormwater network.

### OBJECTIVE 1.8

Maximise pervious surfaces in new urban developments, including the road network, to reduce the amount and rate of stormwater run-off.

### OBJECTIVE 1.9

Establish buffers around stormwater management facilities, and riparian margins along waterways to stabilise banks and provide space for planting, habitats, and public and maintenance access.

### OBJECTIVE 1.10

Establish a connected multi-value surface water system providing public open space, recreation facilities, walkways and cycleways









### OBJECTIVE 1.11

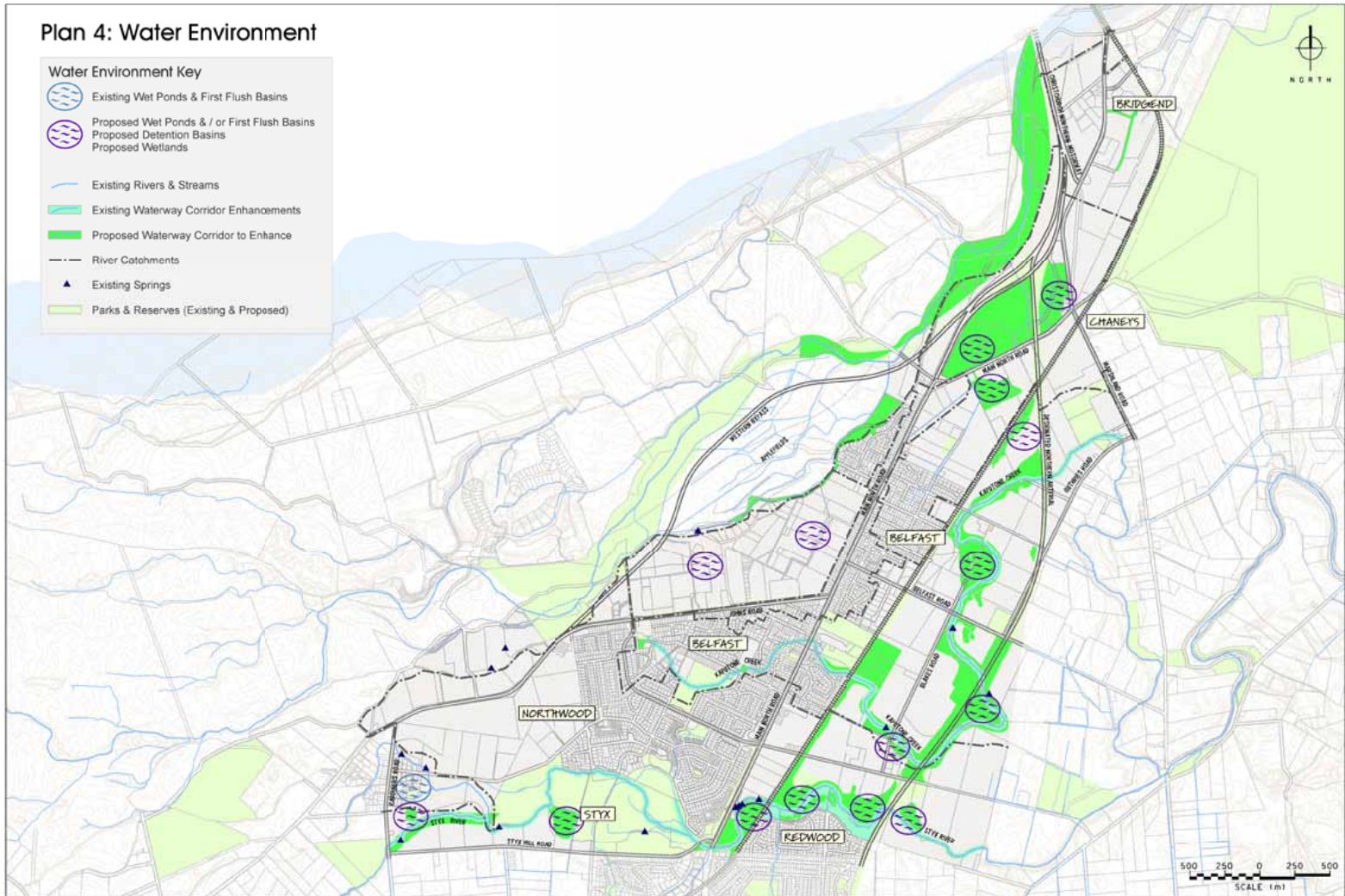
Promote multi-value/low-impact urban design surface water management practices, in particular encourage onsite retention and reuse.



## Plan 4: Water Environment

**Water Environment Key**

-  Existing Wet Ponds & First Flush Basins
-  Proposed Wet Ponds & / or First Flush Basins  
Proposed Detention Basins  
Proposed Wetlands
-  Existing Rivers & Streams
-  Existing Waterway Corridor Enhancements
-  Proposed Waterway Corridor to Enhance
-  River Catchments
-  Existing Springs
-  Parks & Reserves (Existing & Proposed)



## GOAL 02. Ecology

Maintain and enhance the quality and quantity of Belfast's natural values and local ecosystems through the protection, enhancement and restoration of local geology and soils, water and wetlands and flora and fauna.

The natural environment in Belfast, before European settlement, contained significant wetland vegetation and provided abundant habitat for birds and aquatic species. Land drainage and the clearance of vegetation for farming and urban development over the last century has significantly altered the natural habitats and reduced the biodiversity of the area. Remnant habitats are fragmented, small and under continuing pressure from land-use activities, which continue to affect the ability of indigenous forest and wetland species to inhabit Belfast and its surrounds.

Establishing a network of viable habitats, buffering existing habitat areas (including waterway environments) and developing ecological corridors will be necessary to begin to improve Belfast's biodiversity. A variety of habitat types and sizes is required, but of greatest importance is the development of a network of large, core habitats to support greater species diversity and protect the ecological values of the Styx River / Puharakekenui and its tributaries. The main aim will be to ensure that key indigenous species to the Belfast Area are protected and restored.

### OBJECTIVE 2.1

Provide a minimum buffer of 20 metres, either side of the waterway, for key waterways in Belfast to protect important ecological areas from contaminated runoff and encroaching development. The four areas of particular importance include the Styx River / Puharakekenui, Kaputone Stream, Smacks Creek and the southern branch of the Waimakariri River.

### OBJECTIVE 2.2

Investigate and trial alternative methods of controlling weed growth for drainage purposes, and maintain the current frequency of weed control measures in the four key waterways.

### OBJECTIVE 2.3

Increase the planting of indigenous vegetation on the margins of the four key waterways in Belfast, and, where the opportunity arises within conservation reserves replace exotic varieties with appropriate indigenous species.

### OBJECTIVE 2.4

Monitor regularly the ecology, recreational use, sediments, water quality and quantity associated with the four key waterways in Belfast and key reserves. Monitoring is particularly essential at times of land-use change and earthworks to ensure these activities are not detrimentally impacting on natural values, such as fresh springs.

### OBJECTIVE 2.5

Undertake a programme of community education about the ecological values associated with Belfast's key waterways and reserves working in conjunction with Belfast School, the Belfast Community Network, residents association and other affected parties.

### OBJECTIVE 2.6

Create, where practicable, a 20 metre habitat buffer around significant reserve areas in Belfast. Areas of particular importance include Styx Mill Basin, Otukaikino Reserve and the Groyne.

### OBJECTIVE 2.7

Reduce pest plant and animal species within Belfast key reserve areas, including ivy, potato vine, feral cats, stoats, and rodents.

### OBJECTIVE 2.8

Increase the planting of appropriate vegetation in key reserve areas, noting that for recreational areas this may incorporate a mixture of exotic and indigenous species.

### OBJECTIVE 2.9

Extend key reserves where opportunities arise to create more viable habitats for native wildlife.

### OBJECTIVE 2.10

Identify and protect existing areas of ecological significance, including small and fragmented habitat patches that provide habitat for locally significant plants.

### OBJECTIVE 2.11

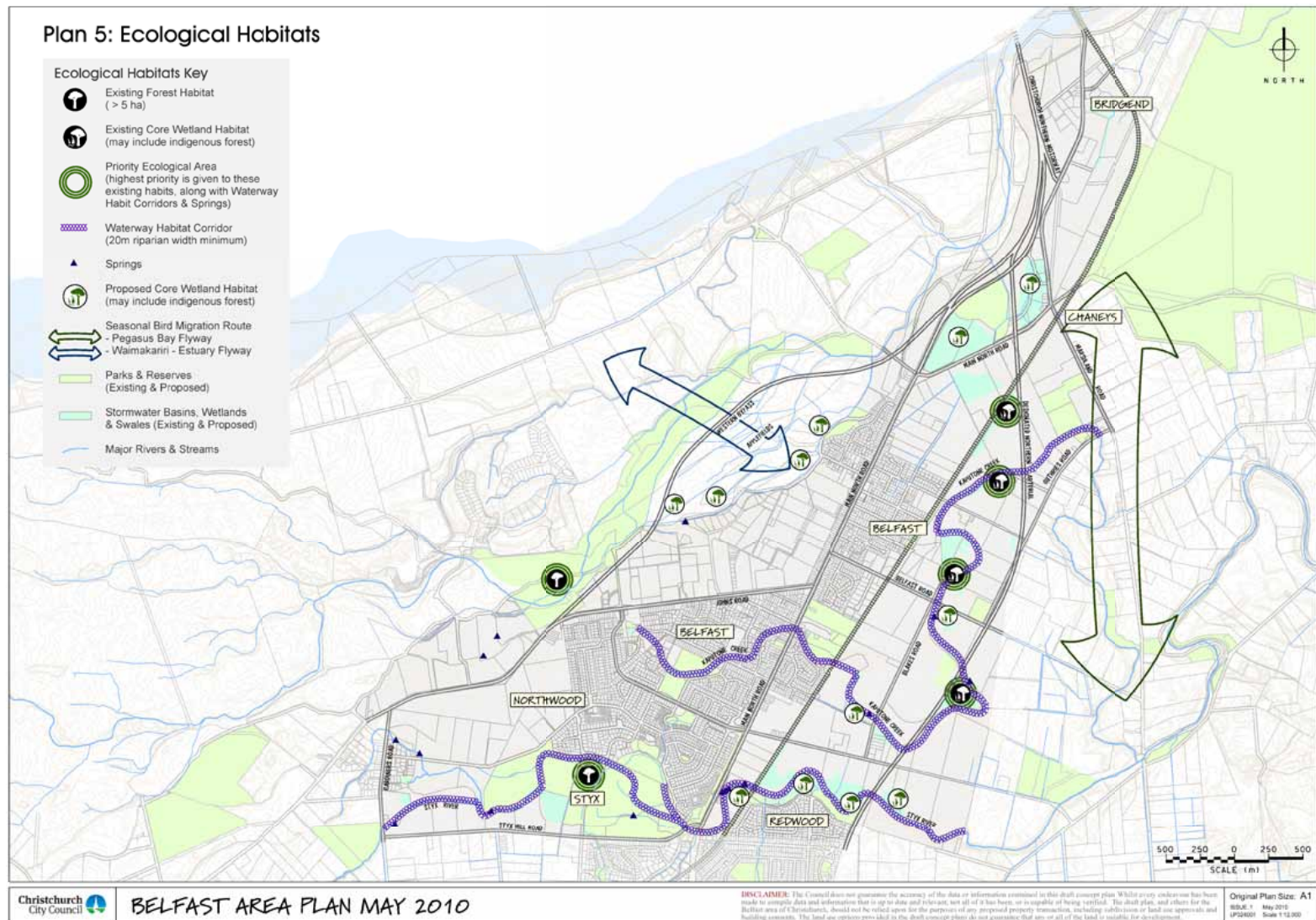
Ensure that new reserve areas in the north of Belfast contribute to a well linked open space network.

### OBJECTIVE 2.12

Obtain agreement with the New Zealand Transport Agency on the use of land adjacent to key transport corridors (Northern Arterial, the proposed Western Belfast Bypass and the railway) for the possible development of corridors to improve biodiversity and recreational opportunities in the area.

### OBJECTIVE 2.13

Enhance and protect biodiversity in the Belfast area by prioritising extension and further conservation developments of the Otukaikino River, the Groynes, the Styx River / Puharakekenui corridor and the Styx Mill Conservation Reserve to maintain species and ecosystems



## GOAL 03. Landscape

Retain and enhance a high level of visual amenity and character as the Belfast township develops, including incorporating natural land features into urban development.

Belfast is undergoing significant urban growth and landscape transition. Population growth has increased residential and retail developments, and is altering the way Belfast looks and feels. The existing land forms, land cover and land uses within Belfast create a unique character for the area, and the retention and enhancement of this character is a goal of the Belfast Area Plan. The landscape of Belfast reflects a diverse mix of activities and land uses, including exotic and native vegetation, older and newer residential areas, and urban and rural influences. Some of these features may be threatened by urban development, requiring significant excavation, removal of vegetation and the introduction of new landscape elements that are not reflective of Belfast's identity.

As Belfast is projected to continue growing, it is important to identify, protect and enhance the features of the natural and built environment that contribute to residents' sense of place and the traditional character of the suburb, including rural and gateway features and maintaining a distinctive urban/rural edge. Incorporating local landscape features into urban development by prioritising and protecting existing values will reinforce the distinctive character of Belfast and contribute to a strong sense of place and identity for residents. Communities can also contribute to

the development of the landscape character through plantings and landscaping of private open space.

### OBJECTIVE 3.1

Protect significant rural areas, including areas that provide amenity and character, from inappropriate development and ensure rural open space is retained appropriate for the zoning.

### OBJECTIVE 3.2

Identify and protect high amenity areas that help to define Belfast's long term rural-urban boundary, including natural boundaries and rural land, and ensure these areas are well defined, safe and provide opportunities for the development of pedestrian corridors.

### OBJECTIVE 3.3

Identify and enhance significant industrial-urban boundaries with appropriate planting and setbacks.

### OBJECTIVE 3.4

Identify and enhance significant urban-open space boundaries using appropriate road and house frontages, green buffers, planted screens and low building heights.

### OBJECTIVE 3.5

Enhance the urban-transport corridor boundary with appropriate use of visual and aural screening techniques, and, where possible the creation of ecological or recreation corridors alongside major transport routes.

### OBJECTIVE 3.6

Limit the outward expansion of business and residential areas into rural areas and ensure a high-quality amenity at the rural / urban interface.

### OBJECTIVE 3.7

Identify and protect significant local trees, including both indigenous and exotic varieties, and where appropriate shelterbelts and hedgerows that enhance the landscape character of the area.

### OBJECTIVE 3.8

Enhance existing road corridors with appropriate landscaping, particularly at entry and exit points, and develop safer crossing points and infrastructure for pedestrians and cyclists.

### OBJECTIVE 3.9

Incorporate pedestrian infrastructure safely within the existing rail corridor and improve access across the railway line.

### OBJECTIVE 3.10

Ensure the development of new motorways in the north of Christchurch does not disrupt the character and amenity values of Belfast, provide a high degree of landscaping and incorporate suitable cycling and pedestrian facilities.

### OBJECTIVE 3.11

Ensure new residential areas enable mixed use and high-quality intensive development well integrated with the older parts of Belfast.

**OBJECTIVE 3.12**

Ensure the older residential and business areas in the north and east of Belfast receive appropriate upgrading during urban development, including landscape improvements, infrastructure upgrades, additional open space and new community facilities.

**OBJECTIVE 3.13**

Protect and enhance the four key waterways of Belfast with appropriate landscaping, buffer zones incorporating pedestrian infrastructure and adequate floodplain protection.

**OBJECTIVE 3.14**

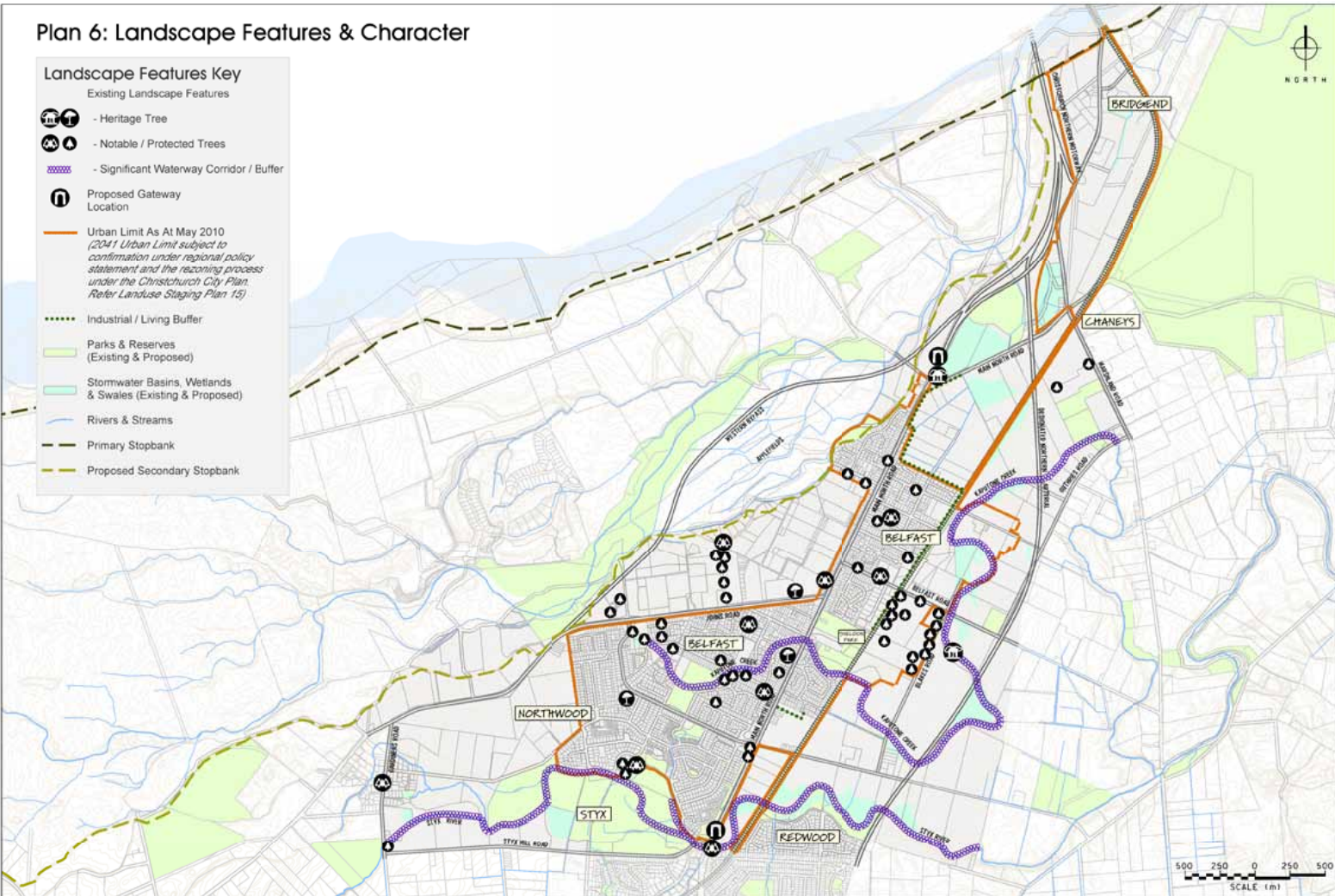
Develop a network of well-linked open spaces with good visibility and provide significant landscape amenity, recreational opportunities and habitat enhancement.



*Figure 6: Multi-purpose waterway enhancement (Objective 3.13) can: improve ecology; buffer the Northern Arterial; and also promote high amenity recreational and connection spaces.*

# Plan 6: Landscape Features & Character

- Landscape Features Key**
- Existing Landscape Features
- Heritage Tree
  - Notable / Protected Trees
  - Significant Waterway Corridor / Buffer
  - Proposed Gateway Location
- Urban Limit As At May 2010  
(2041 Urban Limit subject to confirmation under regional policy statement and the rezoning process under the Christchurch City Plan. Refer Landuse Staging Plan 15)
- Industrial / Living Buffer
  - Parks & Reserves (Existing & Proposed)
  - Stormwater Basins, Wetlands & Swales (Existing & Proposed)
  - Rivers & Streams
  - Primary Stopbank
  - Proposed Secondary Stopbank



## GOAL 04. Open space

Provide an accessible interconnected network of open spaces that offers diversity in the function, type and size of parks and reserves to meet local and regional needs.

Public open spaces are essential to the community's quality of life and the ongoing viability of ecology in urban areas. Open spaces provide a focal point for community interaction, recreation and sport as well as a venue for events and cultural activities. In addition to personal and social benefits, open spaces provide stormwater retention and treatment, a habitat for native flora and fauna, protection for heritage features, active transport routes and landscape enhancement. The public open space network in Belfast includes parks and reserves, waterways and streets. The quality of these spaces is essential to people's physical and mental health and helps to offset some of the negative impacts of urbanisation.

As Belfast develops, there will be increasing demands on the existing open space network. New parks and reserves will need to be provided as a consequence of population growth. Some of the principles of open space development reflected in the Belfast Area Plan include accessibility, connectivity, equity, quality and diversity. Adhering to these principles and continuing to increase the quantity of parks and reserves within Belfast will support many of the aims of the Area Plan and enhance the livability of Belfast.

### OBJECTIVE 4.1

Increase the provision of neighbourhood parks to offset deficiencies in open space provision in the north and east of Belfast.

### OBJECTIVE 4.2

Provide additional sports fields east of Belfast in the vicinity of Sheldon Park (subject to feasibility studies) and improve access from Main North Road and across the northern railway corridor.

### OBJECTIVE 4.3

Extend and buffer the Styx Mill and Otukaikino reserves and ensure they are well linked with other open space areas via the Styx and Kaputone waterways.

### OBJECTIVE 4.4

Ensure existing open space areas, such as Northwood Park and Englefield Reserve, are linked to each other via a network of green corridors associated with major transportation routes and key waterways.

### OBJECTIVE 4.5

Create recreational and ecological corridors along significant waterways as a means of joining open space areas, particularly along the Kaputone Stream and the Styx River / Puharakekenui.

### OBJECTIVE 4.6

Increase walkways and cycleways throughout Belfast connecting existing open space areas and providing pedestrian-friendly transport corridors.

### OBJECTIVE 4.7

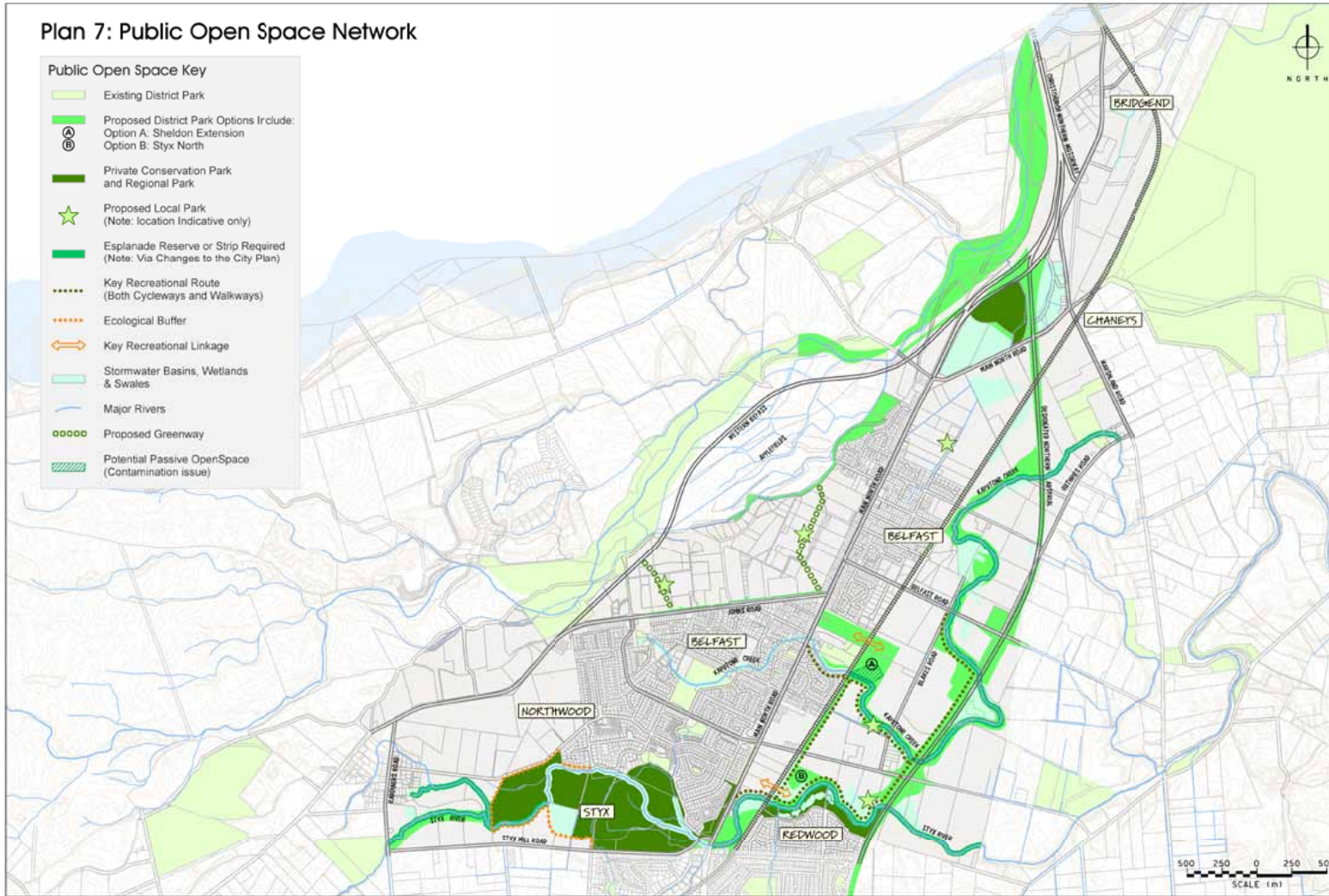
Ensure open spaces associated with new greenfield developments are well connected to the surrounding network of parks and reserves, and are multipurpose, combining stormwater treatment, heritage, bio-diversity and recreation functions.

### OBJECTIVE 4.8

Monitor recreational use of the Groynes as Belfast develops and ensure there is sufficient open space within Belfast in addition to this regionally important open space.

# Plan 7: Public Open Space Network

- Public Open Space Key**
- Existing District Park
  - Proposed District Park Options Include:  
Option A: Sheldon Extension  
Option B: Styx North
  - Private Conservation Park and Regional Park
  - Proposed Local Park (Note: location Indicative only)
  - Esplanade Reserve or Strip Required (Note: Via Change to the City Plan)
  - Key Recreational Route (Both Cycleways and Walkways)
  - Ecological Buffer
  - Key Recreational Linkage
  - Stormwater Basins, Wetlands & Swales
  - Major Rivers
  - Proposed Greenway
  - Potential Passive OpenSpace (Contamination issue)





## GOAL 05. Tangata whenua

Promote and develop Ngāi Tahu cultural heritage within Belfast, and conserve and restore places of cultural importance.

Ngāi Tahu and, in particular, Te Ngāi Tūāhuriri, have a long association with the Belfast area as manawhenua and kaitiaki or stewards of the land. Historic associations remain important to tangata whenua, especially those who continue to live in the area. The Belfast area was significant to Ngāi Tahu for its mahinga kai (food and resource gathering areas), ceremonial and sacred sites, and as a traditional travel route between Ōtautahi and Kaiapoi. Urbanisation and changing land uses have damaged and modified landscapes, natural resources and cultural sites and negatively affected the relationship of tangata whenua with these places.

Recognising and incorporating tangata whenua values into future urban development and protecting and enhancing remaining sites of cultural value strengthens Ngāi Tahu cultural identity and wellbeing. Opportunities exist throughout Belfast to reinforce and re-establish historic and contemporary connections with land, water, taonga and wāhi tapu sites. Acknowledging, protecting and enhancing Ngāi Tahu cultural values requires an ongoing and constructive relationships between Ngāi Tūāhuriri, the Council, land developers and the community.

### OBJECTIVE 5.1

Identify (where appropriate), acknowledge and protect wāhi tapu and wahi taonga sites (known and yet to be identified), including mahinga kai sites, that Ngāi Tūāhuriri and its representatives, identify as significant within the Belfast area.

### OBJECTIVE 5.2

Improve the capacity of the local environment to support sustainable mahinga kai, and enhance the mauri of the land and water through increased planting of indigenous vegetation and separating incompatible land uses from culturally significant areas.

### OBJECTIVE 5.3

Provide for the sustainable cultural harvest and long-term use of natural resources, including maintaining and restoring access to water-based mahinga kai.

### OBJECTIVE 5.4

Investigate the location of the historic Māori footpath or travel route that once ran through Belfast and facilitate opportunities to restore or mark the route at appropriate locations.

### OBJECTIVE 5.5

Protect significant reserve land of cultural value to Ngāi Tahu and associated wāhi tapu; including the Kapuatohe Styx Mill and Otukaikino Reserve; from development pressures, and ensure that Te Ngāi Tūāhuriri Rūnanga is consulted in the creation of network reserve management plans.

### OBJECTIVE 5.6

Provide a high level of protection for the Styx River / Puharakekenui and its major tributaries, including the development of a minimum 20 metre wide margin in appropriate areas and increased planting of indigenous vegetation.

### OBJECTIVE 5.7

Facilitate and maintain a relationship with Te Ngāi Tūāhuriri Rūnanga regarding future restoration and interpretation projects for the Styx River / Puharakekenui and its major tributaries.

### OBJECTIVE 5.8

Protect the Styx River / Puharakekenui and its major tributaries from modification, discharge of contaminated water, and inflows of silt associated with changing land use activities and the development of major transportation corridors in Belfast.

### OBJECTIVE 5.9

Provide a high level of protection for the south branch of the Waimakariri River (Otukaikino River), including:

- The development of a 20 metre wide margin in appropriate areas;
- Increased planting of indigenous vegetation margin in appropriate areas; and
- Management of recreational use and development in the vicinity of the culturally significant Ōtūkaikino wetland.

#### OBJECTIVE 5.10

Monitor and protect spring flows in Belfast from the negative effects of development, including excavation. Work with Te Ngāi Tūāhuriri Rūnanga on possible restoration and interpretation projects associated with springs.

#### OBJECTIVE 5.11

Consult with Te Ngāi Tūāhuriri Rūnanga to determine how to avoid adverse effects from land use and development on places of cultural value as identified by the silent file area (015).

#### OBJECTIVE 5.12

Require that accidental discovery protocols are applied to all subdivisions, earthworks and significant land use changes in Belfast to ensure appropriate management should archaeological sites or cultural materials be discovered on private or public land.

#### OBJECTIVE 5.13

Work with Te Ngāi Tūāhuriri Rūnanga and appropriate community organisations to foster the community's education and understanding of the relationships between Te Ngāi Tūāhuriri Rūnanga and the environment in Belfast.











#### OBJECTIVE 5.14

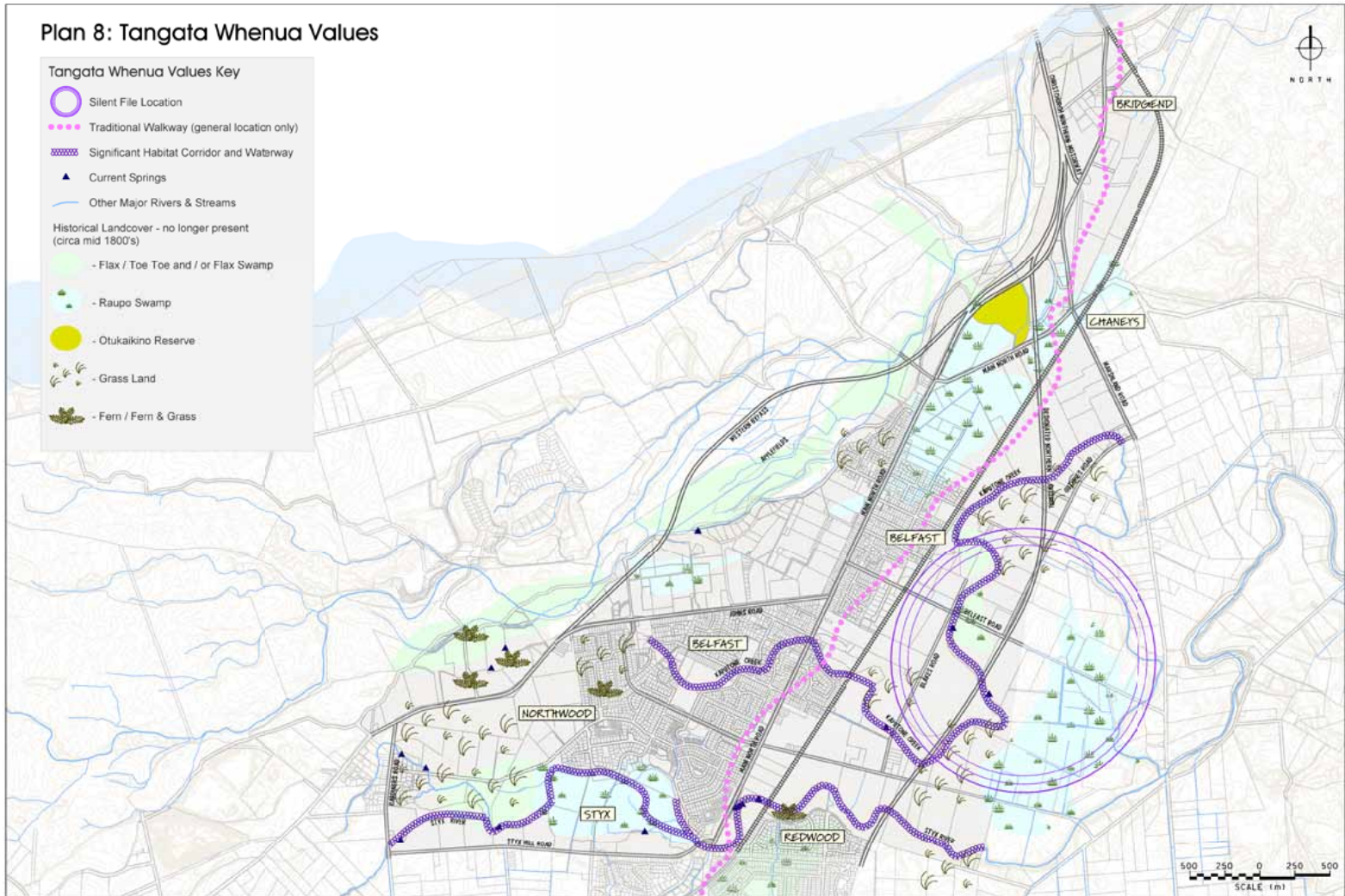
Where appropriate, use Māori names for place, street and reserves, and investigate the use of traditional Māori names for waterways (including the Kaputone) and associated esplanade reserves in Belfast.

#### OBJECTIVE 5.15

Involve Te Ngāi Tūāhuriri Rūnanga in the protection and recognition of their cultural values, including archaeological surveying of significant sites, cultural interpretation and monitoring, and protection and restoration of mahinga kai.

## Plan 8: Tangata Whenua Values

- Tangata Whenua Values Key**
-  Silent File Location
  -  Traditional Walkway (general location only)
  -  Significant Habitat Corridor and Waterway
  -  Current Springs
  -  Other Major Rivers & Streams
- Historical Landcover - no longer present (circa mid 1800's)**
-  - Flax / Toe Toe and / or Flax Swamp
  -  - Raupo Swamp
  -  - Otukaikino Reserve
  -  - Grass Land
  -  - Fern / Fern & Grass



**BELFAST AREA PLAN MAY 2010**

DISCLAIMER: The Council does not guarantee the accuracy of the data or information contained in this draft concept plan. Whilst every endeavour has been made to compile data and information that is up to date and relevant, not all of it has been, or is capable of being verified. This draft plan, and others for the Belfast area of Christchurch, should not be relied upon for the purposes of any proposed property transaction, including sales, leases or land use approvals and building consents. The land use options provided in the draft concept plans do not guarantee that any or all of the land is suitable for development.

Original Plan Size: A1  
 ISSUE 1 May 2010  
 LP24001 Scale 1:50,000

## GOAL 06. European cultural heritage

Promote and protect Belfast's heritage features and conserve places of historical and cultural importance.

Belfast has a rich cultural history, largely associated with early European settlement and activities. The heritage of the area includes significant elements such as:

- Historical and social;
- Cultural and spiritual;
- Architectural and artistic;
- Group and setting;
- Landmark;
- Archaeological significance; and
- Technology and craftsmanship.

Specific areas of importance in Belfast include older residential dwellings, farm structures, religious buildings, stores, public buildings, industrial sites and historic trees. Increasing levels of development and changing land uses are likely to create pressures to alter or remove heritage features. This threat is particularly significant for sites and features not listed with either the Historic Places Trust or in the District Plan.

Protecting and conserving European heritage places and values helps to maintain a connection with the past and contributes to the unique identity of Belfast. Other cultures will create their own heritage associations with

the area over time and significant sites and features should also be identified and protected where appropriate. Conservation is the process of caring for a place of cultural value and can include adaptation of a place for another useful purpose and integration with new land uses. Making use of heritage buildings and places in urban development and public open space increases community awareness of the significance and importance of retaining heritage.

### OBJECTIVE 6.1

Identify and protect significant buildings, structures and landscape features associated with Belfast's early agricultural, horticultural, industrial and residential heritage, from urban development, alteration or destruction.

### OBJECTIVE 6.2

Restore and maintain heritage places, buildings and features to a high standard to enhance local pride. This may include promoting a range of activities to ensure long-term retention, even where these are not necessarily consistent with adjoining land uses.

### OBJECTIVE 6.3

Integrate heritage places or features within new developments where absolute protection is not attainable or appropriate and work with site and building owners/developers to encourage adaptive reuse of buildings.

### OBJECTIVE 6.4

Acknowledge heritage values where they have been lost through suitable methods of interpretation.

### OBJECTIVE 6.5

Undertake heritage research to determine whether there are significant sites or buildings within Belfast that require listing in the District Plan.

### OBJECTIVE 6.6

Develop a programme of public education for Belfast to inform residents about the cultural heritage features and sites central to the identity of the area, and provide information for homeowners and the community on how they can become involved in restoration activities.

### OBJECTIVE 6.7

Provide suitable access and infrastructure support for significant heritage sites and features, including signage, additional amenity planning, seating and parking where appropriate.



*Figure 7: Possible example of potential re-use (Objective 6.2) Spring Grove used as a Café to maintain and protect this historic building.*

# Plan 9: European Heritage

## European Cultural Key

Existing Protected Heritage Feature

- Heritage Church/Churchyard
- Other Heritage Building/s
- Notable Trees
- Protected Trees
- Cemetery
- Other Heritage Feature

Place with Identified Heritage Values Proposed for Recognition and Enhancement

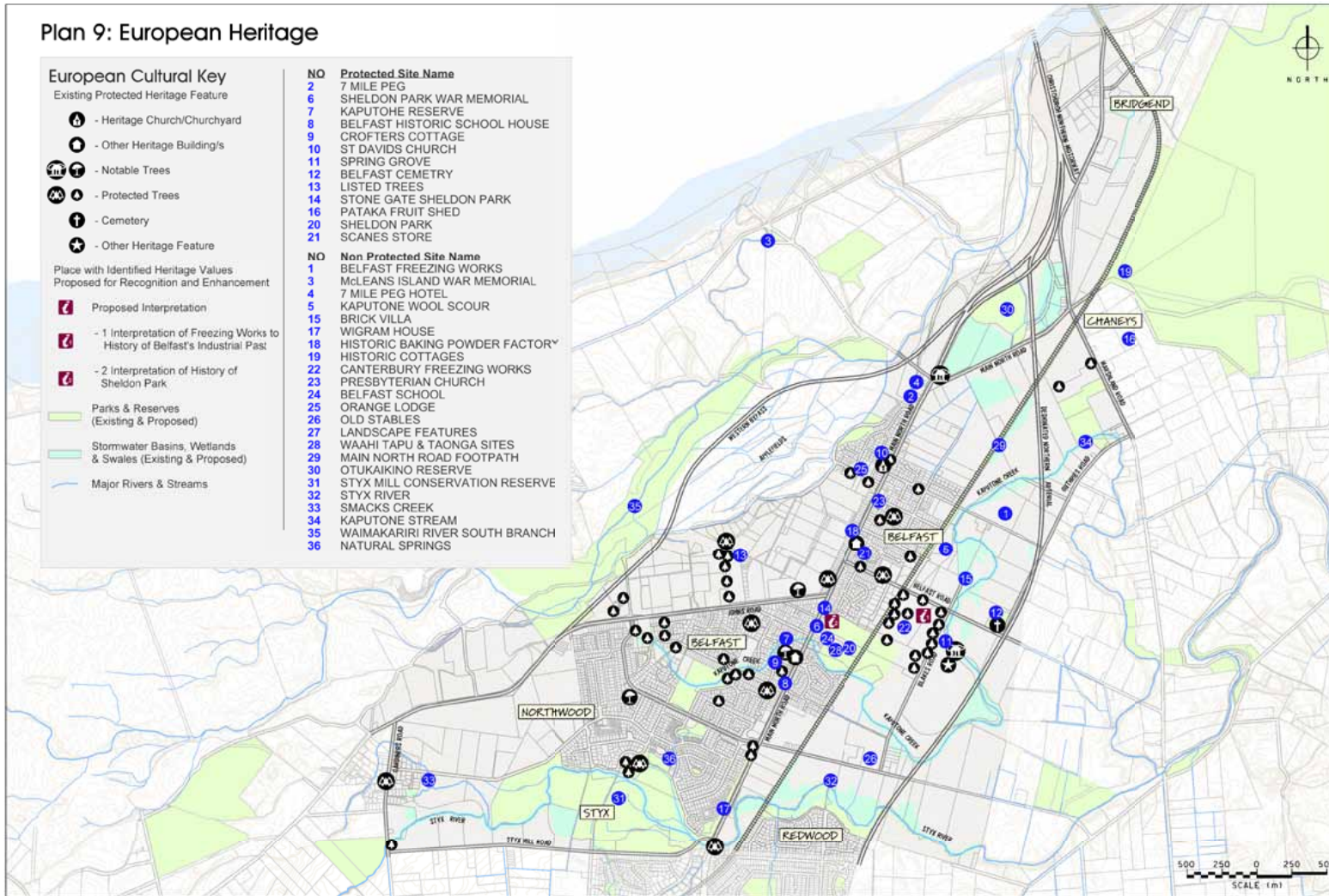
- 1 Interpretation of Freezing Works to History of Belfast's Industrial Past
- 2 Interpretation of History of Sheldon Park

Parks & Reserves (Existing & Proposed)

Stormwater Basins, Wetlands & Swales (Existing & Proposed)

Major Rivers & Streams

NO	Protected Site Name
2	7 MILE PEG
6	SHELDON PARK WAR MEMORIAL
7	KAPUTONE RESERVE
8	BELFAST HISTORIC SCHOOL HOUSE
9	CROFTERS COTTAGE
10	ST DAVIDS CHURCH
11	SPRING GROVE
12	BELFAST CEMETRY
13	LISTED TREES
14	STONE GATE SHELDON PARK
16	PATAKA FRUIT SHED
20	SHELDON PARK
21	SCANES STORE
NO	Non Protected Site Name
1	BELFAST FREEZING WORKS
3	McLEANS ISLAND WAR MEMORIAL
4	7 MILE PEG HOTEL
5	KAPUTONE WOOL SCOUR
15	BRICK VILLA
17	WIGRAM HOUSE
18	HISTORIC BAKING POWDER FACTORY*
19	HISTORIC COTTAGES
22	CANTERBURY FREEZING WORKS
23	PRESBYTERIAN CHURCH
24	BELFAST SCHOOL
25	ORANGE LODGE
26	OLD STABLES
27	LANDSCAPE FEATURES
28	WAAHI TAPU & TAONGA SITES
29	MAIN NORTH ROAD FOOTPATH
30	OTUKAIKINO RESERVE
31	STYX MILL CONSERVATION RESERVE
32	STYX RIVER
33	SMACKS CREEK
34	KAPUTONE STREAM
35	WAIMAKARIRI RIVER SOUTH BRANCH
36	NATURAL SPRINGS



## GOAL 07. Residential

Promote well designed, resilient and safe residential neighbourhoods providing; a mixed range of housing; excellent connections to other residential communities; and accessible social and recreation opportunities.

Well-designed neighbourhoods are safe and attractive places that are well connected to other residential communities, open space, shops and employment areas.

The traditional approach to suburban development within Belfast is unlikely to be applied in the future as there is a requirement to meet demands for different family types, an older population, and demands for accessible and compatible activities. The Area Plan is promoting a development density average of 15 households/ha, more than the typical 10 households/ha typically associated with suburban areas. New housing will mainly be detached dwellings, with smaller sites and more compact duplex and terraced housing at appropriate locations where these relate to neighbourhood centres, areas of open space, and the main transport movement network.

The key outcomes anticipated in residential areas include:

- Well-connected residential areas that enable walking and cycling opportunities, ensuring the maximum length of cul de sacs is 100 metres;
- Higher densities around activity centres and adjacent to the main transport movement network;

- Residential dwellings that contribute to a high level of visual amenity and function (including safety) for all travel modes, through fronting streets and open spaces. An emphasis on making houses attractive from the street is important; and
- Integrated residential development to the Styx and Kaputone waterways.

### OBJECTIVE 7.1

Provide a variety of housing choices that:

- Aim to meet the minimum net average density of 15 households per hectare;
- Ensure a range of detached and semi-detached houses, units and apartments; and
- Cater for all household sizes and incomes.

### OBJECTIVE 7.2

Ensure any new residential development or subdivision is well connected and integrated with existing neighbourhoods, in terms of:

- Transport connections, including walking and cycling options;
- Avoiding cul-de-sacs in excess of 100m in length; and
- Shared facilities and open space.

### OBJECTIVE 7.3

Target improved neighbourhood planning, urban renewal, and public landscape amenity improvements to residential areas of central and northern Belfast.

### OBJECTIVE 7.4

Ensure higher-density housing is located:

- Adjacent to the Styx District Centre east of the rail corridor and fronting the Styx River / Puharakekenui open space areas;
- Near or overlooking public open space, especially esplanade reserves; and
- Within a 400 metre distance to public transport.

### OBJECTIVE 7.5

Apply Crime Prevention through Environmental Design (CPTED) and Low Impact Urban Design and Development (LIUDD) principles in neighbourhood and housing.

### OBJECTIVE 7.6

Contribute to high-quality residential frontages by:

- Orientating house frontages to face the street; public open space; and esplanade reserves associated with the Styx River / Puharakekenui and Kaputone Stream; and
- Decreasing the proportion of solid fencing and sealed surfaces along frontages in comparison to landscape plantings.

### OBJECTIVE 7.7

Enable a range of non-residential activities provided these are compatible with the character and amenity of residential living environments.

**OBJECTIVE 7.8**

Minimise risk to property and people by limiting the scale and density of development in areas with a moderate to high risk of damage from natural events.



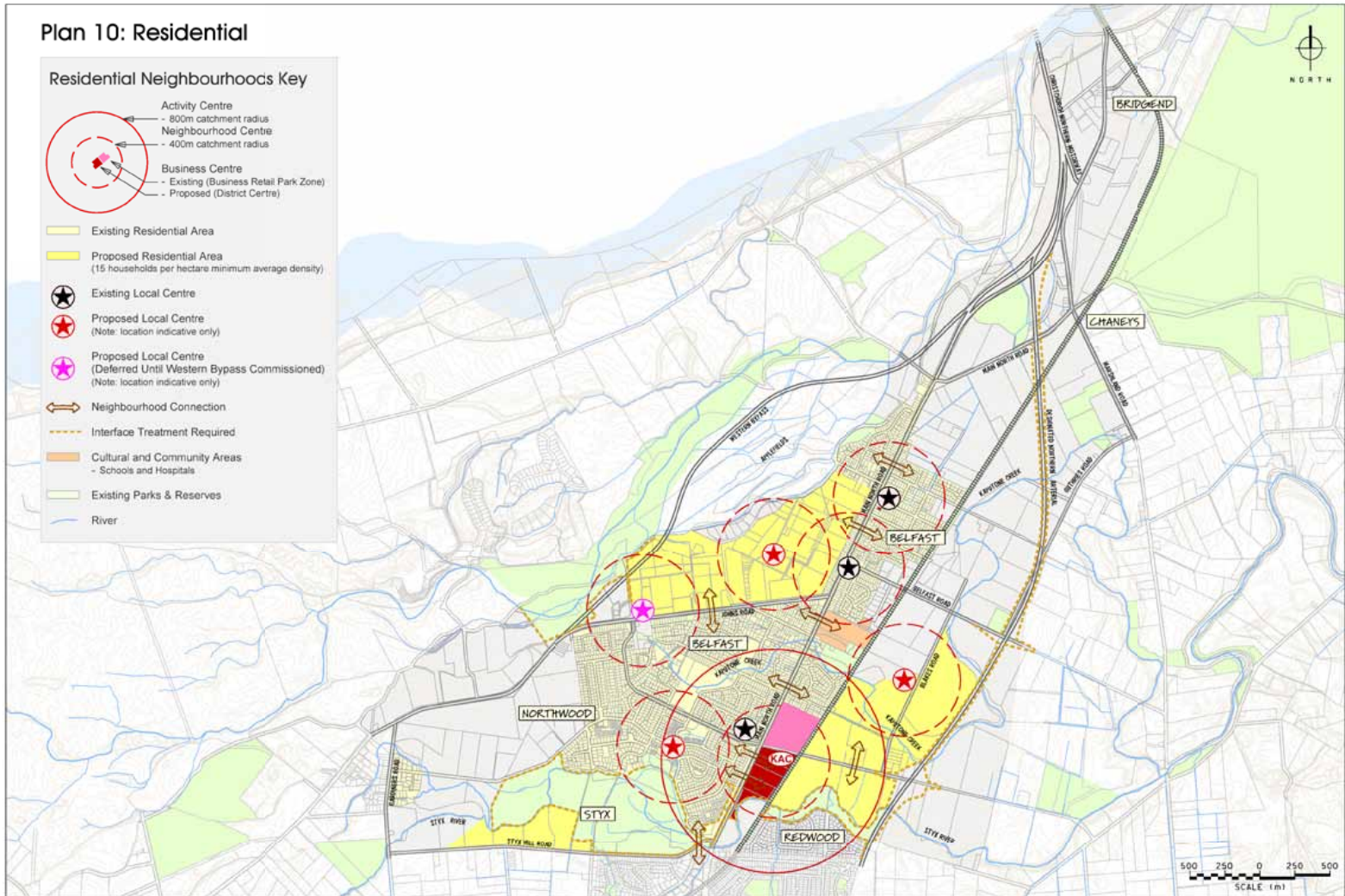
*Figure 8: Intersection residential densities to provide for a total density of 15 households/hectare*



# Plan 10: Residential

### Residential Neighbourhoods Key

- Activity Centre
  - 800m catchment radius
- Neighbourhood Centre
  - 400m catchment radius
- Business Centre
  - Existing (Business Retail Park Zone)
  - Proposed (District Centre)
- Existing Residential Area
- Proposed Residential Area  
(15 households per hectare minimum average density)
- Existing Local Centre
- Proposed Local Centre  
(Note: location indicative only)
- Proposed Local Centre  
(Deferred Until Western Bypass Commissioned)  
(Note: location indicative only)
- Neighbourhood Connection
- Interface Treatment Required
- Cultural and Community Areas  
- Schools and Hospitals
- Existing Parks & Reserves
- River



**BELFAST AREA PLAN MAY 2010**

DISCLAIMER: The Council does not guarantee the accuracy of the data or information contained in this draft concept plan. Whilst every endeavour has been made to ensure data and information that is up to date and relevant, not all of it has been, or is capable of being verified. This draft plan, and others for the Belfast area of Christchurch, should not be relied upon for the purposes of any proposed property transaction, including sale or lease agreements and building contracts. The land use options provided in the draft concept plans do not guarantee that any of the land is suitable for development.

Original Plan Size: A1  
 ISSUE 1 May 2010  
 LP24001 Scale 1:50,000

## GOAL 08. Community facilities

Coordinate development of a range of accessible public facilities and services, primarily based around Sheldon Park, to reinforce existing facilities and encourage social interaction and healthy lifestyles while recognising the important role of the Styx District Centre as a Key Activity Centre in terms of the consolidation of commercial and associated appropriate community facilities.

Community facilities and services bring people together and contribute to their health, safety and wellbeing. Strong communities need access to basic community facilities such as libraries, education, health services and recreational opportunities. Providing adequate space for community facilities and support for community services is critical to the functioning, strength and identity of Belfast as it grows.

There is awareness that a full range of community services and facilities, such as library services, are currently not provided in Belfast. Existing facilities are stretched due to the extent of population growth in the area, for example the pressure placed on the existing Sheldon Park Rugby Club and facilities.

There is considerable provision of local initiatives, such as the Belfast Community Network. Ongoing uncertainty around the provision of physical buildings and funding for these necessary services can put them at risk.

Lastly, access to community facilities for various groups can be provided through a mix of Council-owned premises and services; charitable leasing arrangements; direct government funding of essential

social services; and local initiatives. The role of Council is not necessarily to provide all social and community services, but to encourage and enable an equitable level of service delivery to match population growth.

The provision of facilities and their location are both important in Belfast. The linear nature of Belfast means township-based community facilities should preferably be centrally located to maximise accessibility throughout the entire Belfast community.

### OBJECTIVE 8.1

Ensure a variety of accessible and affordable community facilities are provided within Belfast, including:

- A new library;
- Sports grounds and associated facilities;
- Community and care centres;
- Elderly persons housing developments;
- Schools and learning centres; and
- Spiritual facilities and centres.

### OBJECTIVE 8.2

Ensure key recreational infrastructure is co-located around Sheldon Park, with appropriate community and social facilities, to maximise the accessibility and efficiency of this location, while:

- Recognising sufficient opportunities should be provided within the Styx District Centre and local centres for community infrastructure and services; and
- Creating key walking and cycling connections to link Sheldon Park and the Styx District Centre.

### OBJECTIVE 8.3

Promote community facilities and services of sufficient capacity to meet current and projected populations and changing demographics. This includes:

- Ensuring such facilities are publicly accessible;
- Meeting the need for recreational facilities for young people;
- Ensuring facilities and infrastructure are resilient and can adapt to Belfast's ageing population demographic; and
- Providing community infrastructure to meet a diverse range of opportunities and purposes.

### OBJECTIVE 8.4

Ensure all community facilities, including sports and recreational fields, specifically those supporting the Belfast area as a whole, are accessible by walking, cycling, and public transport.

**OBJECTIVE 8.5**

Encourage local community initiatives, such as the Belfast Community Network, and foster greater use of existing facilities and services.

**OBJECTIVE 8.6**

Ensure the location, design and scale of community facilities is appropriate for its proposed use.



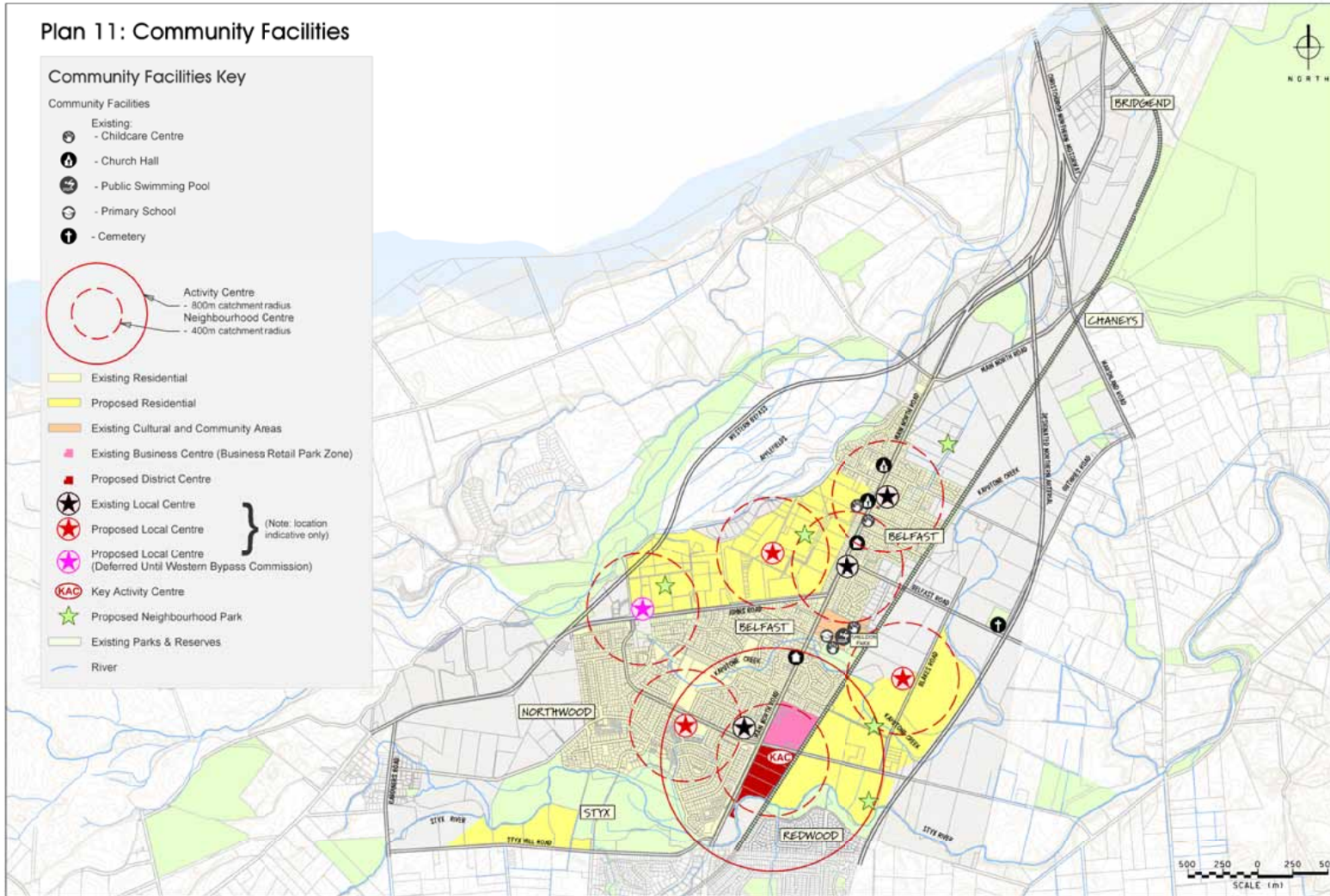
*Figure 9: Example of a hard edge between Rural and Urban Uses (Objective 10.3).*

# Plan 11: Community Facilities

## Community Facilities Key

### Community Facilities

- Existing:
    - Childcare Centre
    - Church Hall
    - Public Swimming Pool
    - Primary School
    - Cemetery
  - Activity Centre
    - 800m catchment radius
  - Neighbourhood Centre
    - 400m catchment radius
  - Existing Residential
  - Proposed Residential
  - Existing Cultural and Community Areas
  - Existing Business Centre (Business Retail Park Zone)
  - Proposed District Centre
  - Existing Local Centre
  - Proposed Local Centre
  - Proposed Local Centre (Deferred Until Western Bypass Commission)
  - Key Activity Centre (KAC)
  - Proposed Neighbourhood Park
  - Existing Parks & Reserves
  - River
- (Note: location indicative only)



## GOAL 09. Business land

Enable a diverse range of employment and business opportunities for residents, based on:

- High-quality industrial developments in the north east over the confined aquifer, with excellent access to the wider transport network;
- Consolidation of commercial activity commensurate to growth in the area, principally located around the Main North/Radcliffe commercial centre; and
- Small scale commercial developments to meet local demands.

Quality and diverse business environments are crucial in Belfast, to attract on-going business investment, counterbalance the historical reliance on freezing works related activity, and provide for growing demand for employment opportunities, retail, community facilities and services.

Critically, a diverse range of business activities (both industrial and commercial) is necessary to substantially increase local employment opportunities, thereby reducing the average trip distance from home to work and the proportion of residents that go elsewhere within Christchurch to work.

Industrial areas within central Belfast and to the north east are where significant employment uses are anticipated. These will generally have lower levels of on-site amenity, being focused on production activities, including larger scale warehouses, manufacturing, storage and distribution and some higher amenity business parks. Ongoing use and re-development of the existing freezing works site as needed, as well

as servicing more efficient development at the Chaney's block (north Belfast) should be pursued to provide for a considerable supply of the city's long-term industrial land demand.

The key anticipated outcomes in industrial areas include:

- Access to major transport routes to the north, south and west, including direct links to the Christchurch Airport and Port of Lyttelton;
- Greater employment choice within Belfast;
- Raised landscape buffers between development, the Northern Arterial and Main North Road;
- Adjoining open space networks to buffer industrial activities from more sensitive land uses, especially the Kaputone Stream esplanade reserve;
- Sufficient buffering to ensure high water quality and ecological environment for adjacent waterways;
- Lighter industrial activities (such as warehousing, storage and distribution) for new industrial locations, recognising that some heavier industrial activities may need to be accommodated/retrofitted into the historical industrial areas of Belfast; and

- A focus on co-ordinated development, landscaping and façade variation to ensure the presence of industrial activities is visually appealing.

Considerable focus is placed on the need to consolidate the existing disparate commercial activity, and provide for a level of retail and social choice currently not within Belfast. This requires developing a moderate district centre based around Radcliffe Road, and integrating as much as possible the existing Supa Centa and Northwood supermarket.

There is a need to ensure adequate local centres are established to meet the convenience needs of new residential subdivisions. These will be located within the Applefield development, and also fronting Blakes Road.

The key anticipated outcomes in commercial areas include:

- The development of strong pedestrian and cyclist linkages to connect to Northwood, the existing Supa Centa, the Styx Corridor and residential development to the east of the adjoining railway corridor;

- A diversity of business which would encourage retail and leisure activities and also office and commercial uses to provide employment opportunities for the likely growing proportion of residents employed in commercial and professional services in the area;
- Fine grain, street-based retailing, with a strong convenience – leisure focus in comparison to the predominantly large format retail currently in Belfast;
- Activities that ‘spill out’ onto the street where footpath widths allow;
- Customer and staff parking located on site, provided at the rear of uses, so that parking does not dominate the road frontage;
- Maximised connections from the proposed district centre with the existing Supa Centa, and developing residential areas, incorporating walking and cycling connections along the Styx River / Puharakekenui and Kaputone Stream corridors, and the co-use of the Main North Rail corridor;
- A public transport interchange within, and connection to, the Styx District Centre;
- A network of local streets and open spaces to encourage walking and gathering spaces; and
- Landscaping and screening to soften or hide any bulky buildings visible from public streets, and the Styx corridor.

Note: Plan Change 22 the Styx District Centre sought to rezone some 9.2 hectares of land on the corner of Radcliffe Road and Main North Road to Commercial (Business 2). The Council’s decision to uphold Plan Change 22 has been appealed to the Environment Court. The scale of the district centre identified in the Area Plan will, if necessary, be amended to reflect the operative decision on this Plan Change.

#### OBJECTIVE 9.1

Encourage use of existing business land, specifically the redevelopment of the existing freezing works area and Chaney’s to the north of Belfast to ensure:

- The efficient use of land and infrastructure;
- A mixture of building types and opportunities to accommodate a diverse range of industrial and more limited commercial needs;
- A higher level of amenity than currently existing in these areas, including a focus on buffering adjoining sensitive activities such as the State Highway network, residential areas and open space; and
- Considerable setback and buffering of the Styx and Kaputone waterways.

#### OBJECTIVE 9.2

Recognise central and north-east Belfast will be important long-term locations for the city’s industrial demand during the next 30 years given:

- Its location over the confined aquifer;
- The promotion of existing industrial land and the need for efficient service provision to the Chaney’s block;

- High level connections and access to the State Highway network, Christchurch International Airport and the Port of Lyttelton;
- Accessibility to residential areas and potential employees in Belfast and Kaiapoi; and
- A limited number of immediately adjoining residential activities.

#### OBJECTIVE 9.3

Encourage high-quality industrial areas in central and north-east Belfast through:

- Consideration of the core functional requirements of businesses in the layout and location of roads, accesses, cycleways, footpaths, parking, loading areas, storage areas, public open space, and ancillary services;
- High-quality building design, and active frontages;
- A high level of planted amenity, both on site and in the streetscape, including a raised buffer providing high-quality separation to the Northern Arterial and Main North Road. Trees are to be of a height and quality to soften the adverse visual effects and scale of business activities;
- Appropriate visual buffer and nuisance management where industrial development adjoins sensitive residential environments;
- The development of structure plans, particularly for the Chaney’s industrial area, outlining roading and access connections, and complementary landscaping both on site and within the streetscape;

- The retention of key historical features and elements to ensure the commemoration of Belfast’s industrial legacy within the existing freezing works sites, where it is not to the detriment of the efficient redevelopment of this area; and
- The provision of generous setbacks and esplanade reserves from the Kaputone Stream.

#### OBJECTIVE 9.4

Provide limited opportunities for new local centres within the Applefields block, fronting Blakes Road, and adjoining Johns Road and recognise the diminished role of the northern Belfast commercial area. Such local centres will:

- Provide an accessible range of convenience-based community, social, business and commercial needs to nearby neighbourhoods;
- Be appropriate in terms of scale, visual appearance and likely nuisance effects to the adjoining residential activities; and
- Provide a sustainable distribution of centres, and in particular not undermine the consolidation of the township-based commercial and business needs centred around the Styx District Centre.

#### OBJECTIVE 9.5

Enable the creation of a commercial area focused on the Styx District Centre, provided it is:

(a) of a scale commensurate to providing for the social, commercial and business needs of the Belfast community;

(b) well integrated and has high-quality connections with:

- The Supa Centa Retail Park to the north;
- A Business 1 District Centre Fringe extending over the properties at 2 and 8 Mounter Avenue;
- Residential areas, in particular a focus on the Styx Corridor; and
- An integrated public transport interchange.

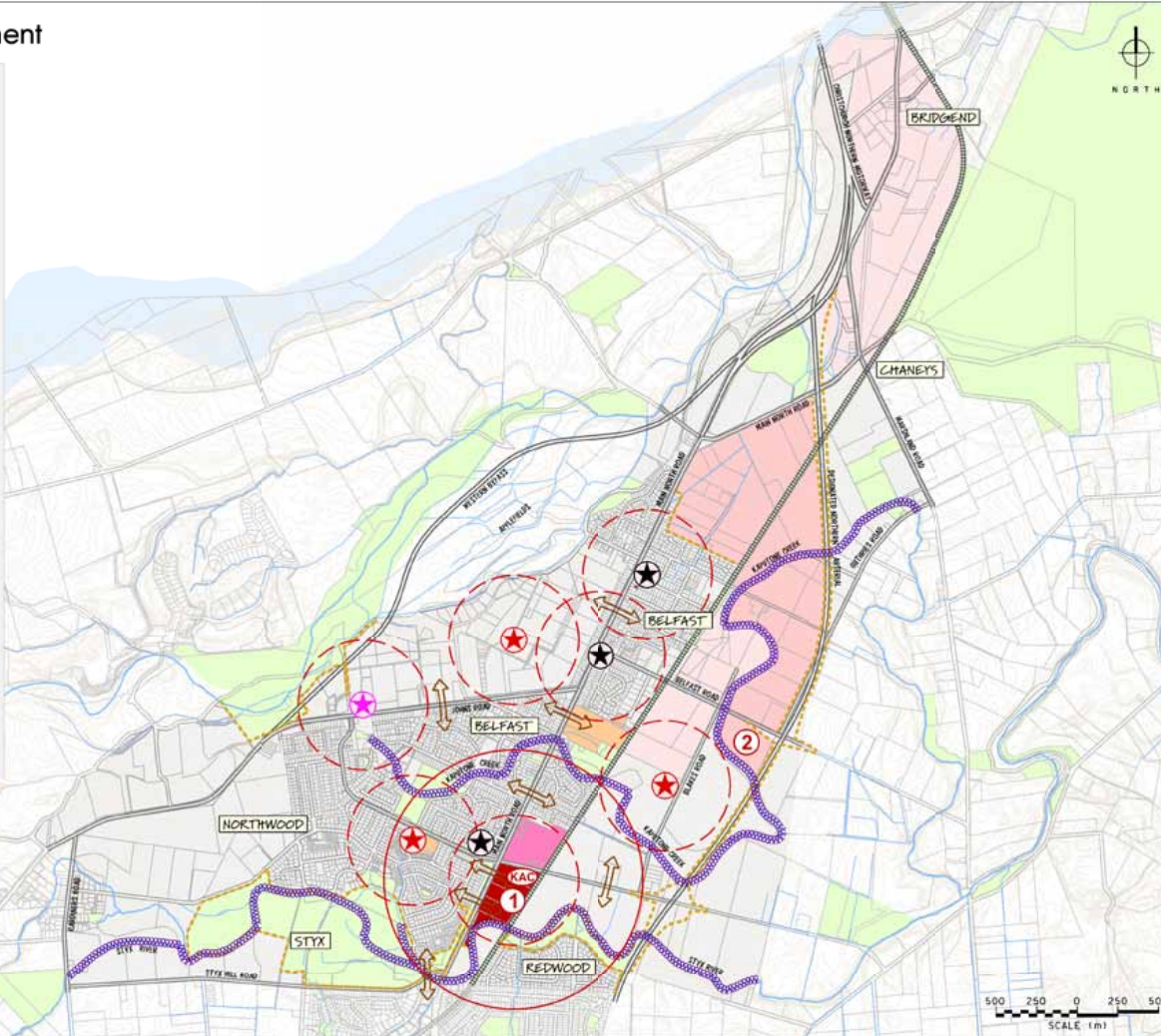
(c) promoting a diversity of business and commercial opportunities, including:

- Attractive and safe public open space;
- Building scale, design and material sympathetic to, and in context with the surrounding uses and landscape, in particular the Styx River / Puharakekenui;
- Accessible services, including seating, recycling, cycle storage and public toilets;
- Community facilities and infrastructure compatible with the scale of the District Centre, retaining the focus on promoting recreational and community facilities centred on Sheldon Park.

# Plan 12: Business Development

**Business development Key**

- Activity Centre  
- 800m catchment radius  
Neighbourhood Centre  
- 400m catchment radius
- Existing Large Format Centre
- Proposed District Centre
- Existing Local Centre  
(Note: Location indicative only)
- Proposed Local Centre  
(Note: Location indicative only)
- Proposed Local Centre  
(Deferred Until Western Bypass Commission)
- Key Activity Centre
- Existing Industrial & Commercial Area
- Proposed Industrial Area
- Interface Treatment Required
- Waterway Habitat Buffer
- Existing Railway Corridor
- Neighborhood Connection
- Existing Parks & Reserves
- River
- Area Subject to Plan Change 22  
for Commercial Proposes
- Area Subject to Plan Change 43  
for Residential Proposes







*Figure 10: High amenity outcomes sought – The Supa Centre with increased landscaping and pedestrian linkages.*

## GOAL 10. Rural land

Protect the use and development of rural land outside of the urban limits to:

- Reinforce the rural – urban boundary through the use of boundaries such as roading, open space or the stormwater management network;
- Maintain rural character and outlook;
- Retain life-supporting capacity of versatile soils where appropriate; and
- Ensure rural activities are not impacted on through reverse sensitivity effects.

Rural areas have a function and character distinct from the urban environment. Historically and principally, rural land remains a place for agricultural and primary production, however that role increasingly includes other facets, such as:

- Openness and landscape character;
- Space for large-scale non-urban industry, such as quarries or timber mills;
- Hazard and constraint mitigation where more intensive activities would be inappropriate, such as within the Air Noise Contours, and unconfined aquifer;
- Rural intensive activities such as piggeries incompatible with more intensive urban uses; and
- Compatible recreational activities such as golf courses or the Groyne.

These issues are interpreted and valued by different groups in different ways. By way of example, rural land owners see the area as their livelihood, whereas adjoining urban residents may view the rural area purely as a backdrop.

Fragmentation of land presents the greatest risk to the versatility and character of the rural resource. Lot sizes reduced by subdivision can compromise productive capacity, introduce increasingly urban-style residential activity, and lead to intensive activities within areas where it would be subject to existing rural activities, or constraints that cannot be overcome. The limit of urban Christchurch must be defined to prevent urban encroachment across rural land, and maintain the current four-hectare minimum subdivision and land-use size in this area. The urban limit defines where urbanisation ceases and rural land starts. Within Belfast this limit should be a rapid transition, with a focus on defining the limits through a significant natural or physical barrier.

The provision of infrastructure within the rural area to support adjoining urban activities can, with limits, provide for the efficient development of the Belfast area. Examples include the development of the Northern Arterial and the location of stormwater detention areas.

### OBJECTIVE 10.1

Ensure the retention of rural land to enable continued rural land-use activities, including primary production.

### OBJECTIVE 10.2

Provide recreational and ecological benefits by buffering the Northern Arterial and some stormwater management systems located within adjoining rural environments.

### OBJECTIVE 10.3

Define and reinforce the urban limit using a combination of:

- Waterways and esplanade reserves;
- The naturalised stormwater network;
- Local landscape features;
- A buffered Northern Arterial motorway; and
- Conservation and public open space, with a specific focus on the Otukaikino Reserve extension.

## GOAL 11. Transport

Integrate transport and land use to reinforce a sustainable urban form, with development and intensification. Primarily the network will be based on ensuring that an appropriate level of multi-modal transport infrastructure and services are in place to provide sufficient capacity and function to support further urban development, including development outside of Belfast.

An effective and efficient transport system is critical to the environmental, social, economic and cultural wellbeing of Belfast residents, employees and people passing through. This will be achieved by providing high levels of accessibility for people within and moving through Belfast, enabling them to access shops, work, social opportunities and places to play. Transport is crucial in Belfast as the northern gateway to the city, it is essential for the movement of goods, services, and commuters and supporting the economic development of the region.

Transport infrastructure is a significant physical resource in Belfast requiring careful management. The influence of the transport system on Belfast's urban form, particularly the staging of land development, is important to ensure land use and development is sustainable and so as not to undermine the transport networks function and road user safety.

Population, employment and economic activity in the region have increased steadily, resulting in more trips being made. The increase in vehicle use reflects changing working patterns, the distribution of employment and shopping

opportunities throughout the city, more single purpose trips and the replacement of walking and cycling trips by vehicle trips.

With Belfast providing the conduit between Christchurch City and areas to the north, it now is subject to considerable vehicle congestion and a commensurate decrease in the transport network's function and safety. The scale and function of Main North Road also provides a considerable physical barrier separating the western and eastern communities of Belfast.

The transport network in Belfast needs to be developed in a more sustainable manner where:

- Commuter transport is reduced within the Belfast settlement, improving local connections, public transport and walking and cycling alternate modal use on Main North Road;
- Land use occurs only where sufficient and relevant capacity on the road network can cope with the need to travel safely and efficiently;
- Trip lengths and numbers should be minimised through encouraging more employment, social and shopping opportunities within Belfast that promote a degree of self sufficiency;
- The use of efficient forms of transport, such as public transport, cycling and walking are to be promoted and facilitated, specifically to connect communities with the wider area.

### OBJECTIVE 11.1

Manage growth to ensure transport and land-use patterns are aligned to achieve sustainability, efficiency, and livability within and through Belfast.

### OBJECTIVE 11.2

Manage transport and transport infrastructure to facilitate a multimodal transport network, and integrated transport management that incorporates:

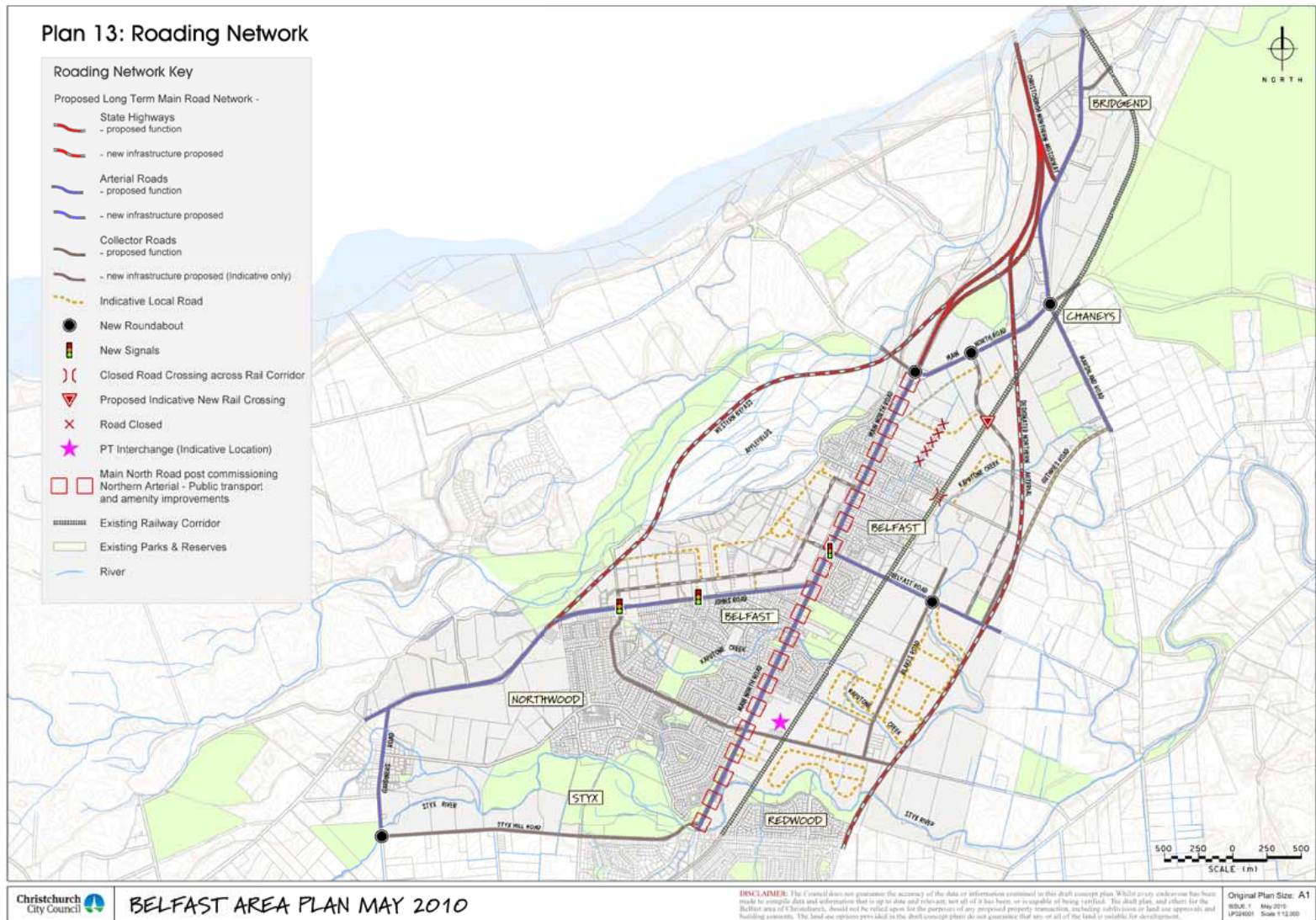
- Increased connections between residential communities, and in particular connections across Main North Road and the Main North Rail corridor;
- A network of cycling and walking facilities through the public open space and Styx and Kaputone esplanade reserve network;
- Provision of high-quality public transport services, including bus priority lanes along Main North Road, a transport interchange at the Styx District Centre, and routes that are accessible within 400 metres of any new residential households; and
- Walking and cycling connections linking Sheldon Park with the Styx District Centre.

**OBJECTIVE 11.3**

Manage the use of the road network to reduce adverse effects of transport on the environment. This does not extend to blanket protection of the transport function of corridors, but recognises that extensive residential land development will be deferred until supported by other major transport infrastructure projects that improve the performance of the arterial road network; primarily through improvements to the State Highway network and the provision of the Northern Arterial. The Northern Arterial infrastructure project will enable the provision of other transport modes for Main North Road and a reduction of the movement function of Main North Road for private motor vehicles.

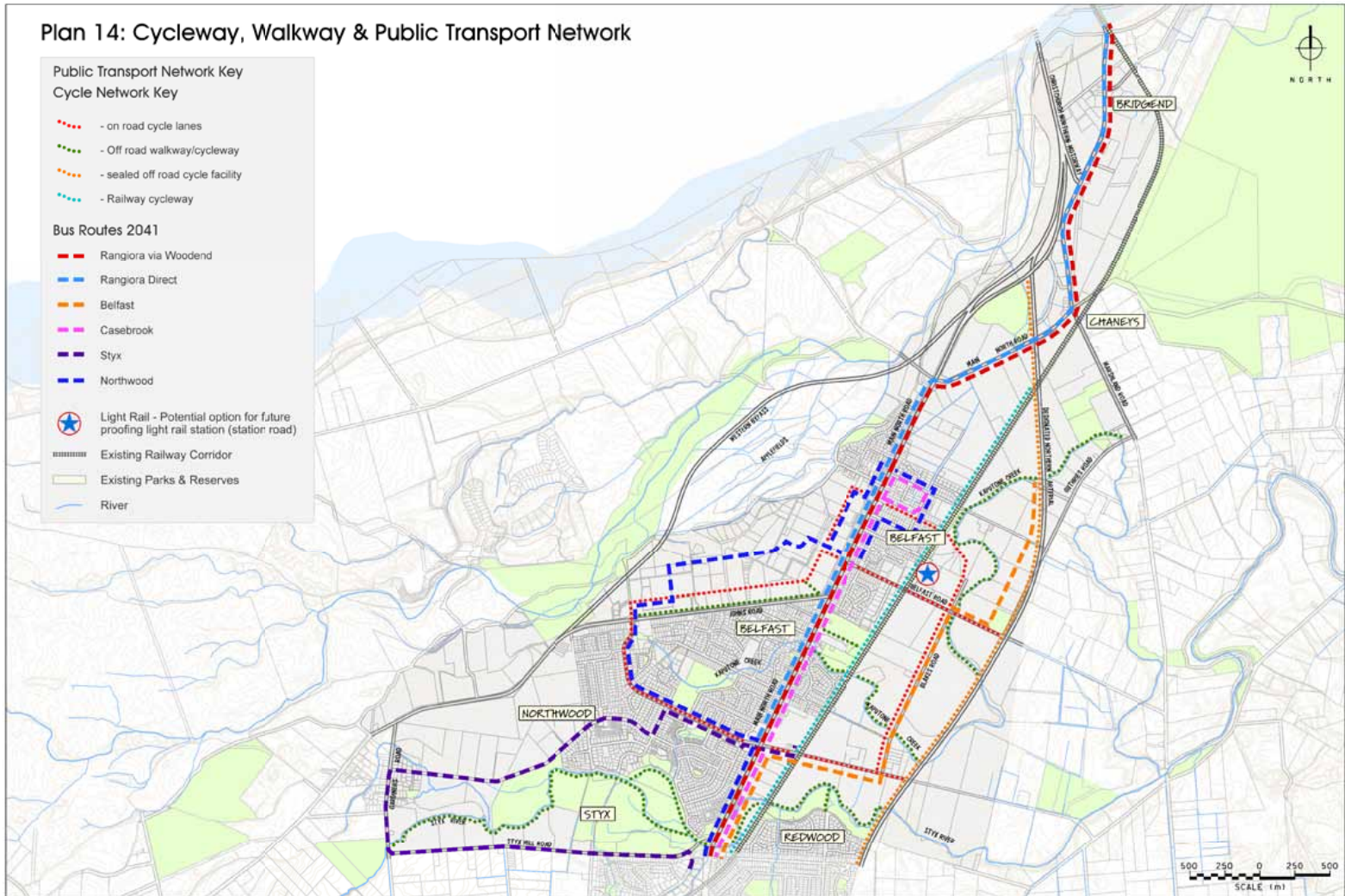
**OBJECTIVE 11.4**

Achieve development opportunities, mixes and densities that can better support public transport, walking and cycling.



# Plan 14: Cycleway, Walkway & Public Transport Network

- Public Transport Network Key**
- Cycle Network Key**
- on road cycle lanes
  - Off road walkway/cycleway
  - sealed off road cycle facility
  - Railway cycleway
- Bus Routes 2041**
- Rangiora via Woodend
  - Rangiora Direct
  - Belfast
  - Casebrook
  - Styx
  - Northwood
- ★ Light Rail - Potential option for future proofing light rail station (station road)
- Existing Railway Corridor
- Existing Parks & Reserves
- River



**BELFAST AREA PLAN MAY 2010**

DISCLAIMER: The Council does not guarantee the accuracy of the data or information contained in this draft concept plan. Whilst every endeavour has been made to ensure the data and information is up to date and relevant, we do not warrant, or is capable of being verified, the draft plan, and others for the Belfast area of Christchurch, should not be relied upon for the purposes of any proposed property transaction, including sales, leases or land use approvals and building consents. The land use options provided in the draft concept plan do not guarantee that any or all of the land is suitable for development.

Original Plan Size: A1  
 ISSUE 1 May 2010  
 LPS2007 Scale 1:50,000

## GOAL 12. Infrastructure

Co-ordinate incremental subdivision and building development with resource efficient infrastructure provided to service land use and defer land use until necessary infrastructure is provided.

Critical to the development of communities is the provision of infrastructure. New infrastructure is needed and existing infrastructure upgraded to support future urban growth in Belfast.

Significant local infrastructure includes bulk water supply, drainage and associated works, solid waste (sewage) disposal, energy transmission (gas), electricity transmission and telecommunications, and local transport networks. Regionally based infrastructure within the Belfast area includes the State Highways, telecommunications and radio communications networks.

The provision of infrastructure must be timed to coincide with land-use development. Infrastructure should be of standard equitable to infrastructure elsewhere in Christchurch City to ensure the health and safety of Belfast residents.

The Council has a duty to deliver and maintain infrastructure services in a sustainable manner, which may involve sequencing and staging development based on the efficient roll-out of infrastructure. Council is not the only relevant agency, so there is a need to ensure co-agency co-ordination for utility provision.

The lifespan and demands placed on infrastructure also means it must be high quality, resilient and adaptable. Encouraging business and residential communities to use resources efficiently reduces the impacts on infrastructure and increases longevity.

The sequencing of land development is broadly as follows and illustrated on Plan 15:

- Applefields (Belfast s293) to be mostly developed in the short term (to 2020);
- Styx District Centre at Radcliffe Road to be developed in the short term (to 2020);
- Central and north eastern Belfast industrial areas developed and redeveloped in the short term (to 2020).
- Residential development to the east of the Main North Rail corridor with some 30 hectares released in the short term (to 2020), with the residual 50 hectares released in the medium / long term (2021 – 2041); and
- Small-scale residential development close to the Styx Mill Reserve developed in the medium / long term (2021 – 2041) in conjunction with a wide structure plan and connections to the Upper Styx area.

### OBJECTIVE 12.1

Develop a Capital Works Programme and Staging Plan detailing the infrastructure needed between 2010 – 2041 for new urban growth within Belfast.

### OBJECTIVE 12.2

Provide for subdivision and building development in areas shown on Figure 15 when work has been completed in accordance with the Capital Works Programme (refer Part D Implementation), and improvements to the State Highway network, principally the Northern Arterial.

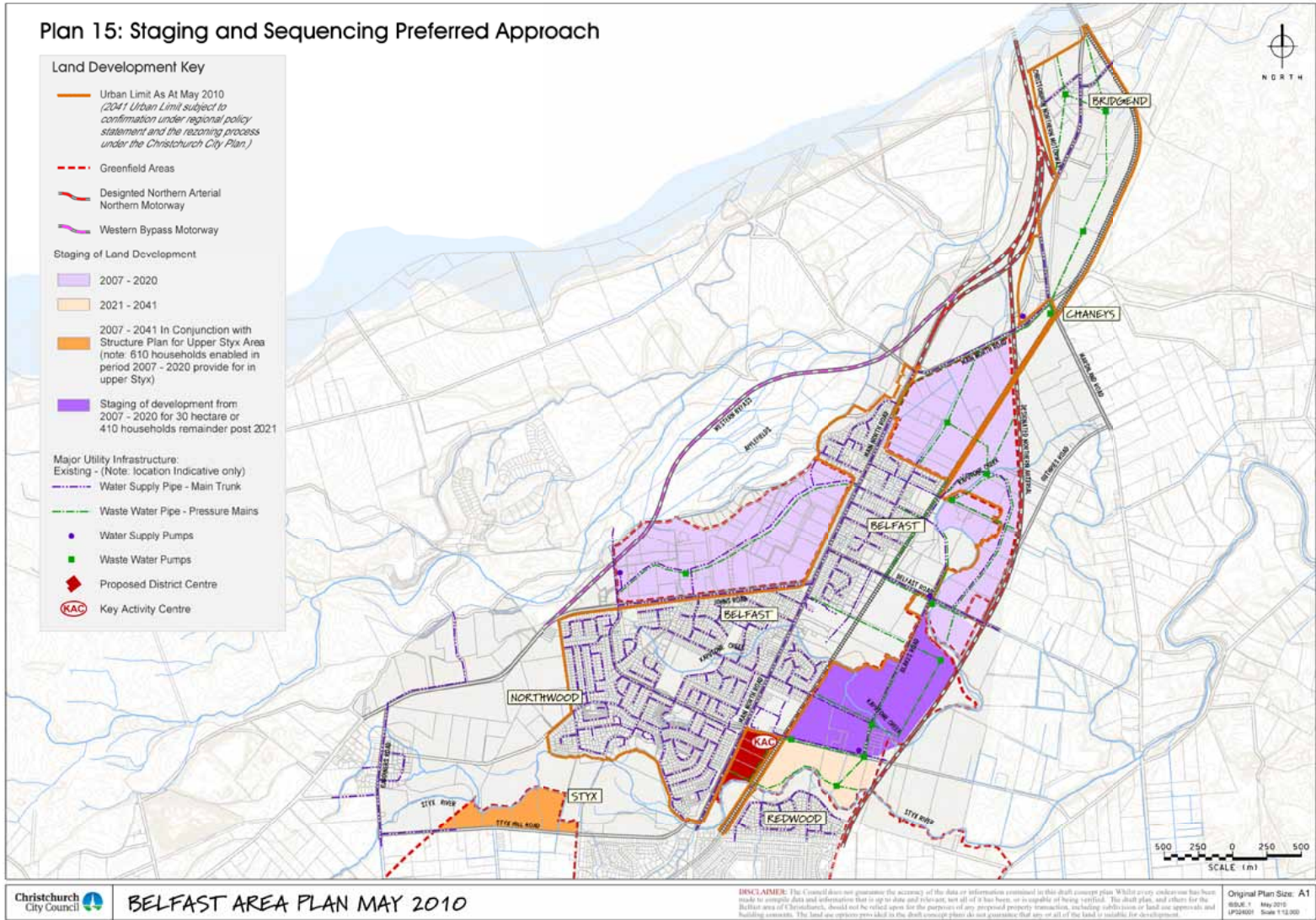
### OBJECTIVE 12.3

Provide for subdivision and building development consistent with the Capital Works Programme capacity design, particularly in relation to achieving residential density of 15 households/ha, and the types of businesses provided, including lighter industrial activities in central and north eastern Belfast.

### OBJECTIVE 12.4

Encourage business and residential communities to minimise their impacts on infrastructure, and promote renewable or reduced energy use.

## Plan 15: Staging and Sequencing Preferred Approach



## GOAL 13. Public involvement

Engage the community and stakeholders throughout the development of the Belfast Area Plan Implementation Plan.

The Belfast Area Plan has been developed in consultation with the local community, key stakeholders, and developers in the area. The continuation of this co-operation and communication through the implementation period is essential to achieve the Vision and objectives of the Area Plan.

To ensure urban development reflects the needs and desires of the people who live there, developers, planners and designers must understand the local area, its communities and support networks before any planning or development is started.

The community should be engaged in the creation of its future and all stakeholders work together (developers, local government, the education sector, and NZTA) to support the coordinated development of the area.

A Steering Group will be established to guide the implementation of the Area Plan, and ensure alignment with private initiatives. Working parties, including local residents and community groups, are to be established to provide a forum for information sharing and coordinating stakeholder and community feedback.

The wider community will be regularly informed of changes and developments in the Belfast area, and invited to get involved in implementing local projects.

### OBJECTIVE 13.1

Establish a Steering Group, with representatives of key stakeholders, to guide and ensure implementation of the Area Plan's objectives and policies.

### OBJECTIVE 13.2

Establish working partnerships with local residents, community groups, Te Ngāi Tūāhuriri Rūnanga, ethnic groups, and social networks, in particular the Belfast Community Network, to ensure the sustained and resourced participation in the implementation of the Area Plan.

### OBJECTIVE 13.3

Encourage and involve the community in the participation and implementation of local projects that build a sense of place and ownership.

### OBJECTIVE 13.4

Promote, support and where appropriate resource community neighbourhood-led planning and support.

### OBJECTIVE 13.5

Provide regular updates and ensure the local community remain informed and can participate in development of the Belfast area.

### OBJECTIVE 13.6

Work with community service providers to ensure facilities are sufficient to meet current and projected populations and demographics, including disabled persons, youth, ethnic minorities and the elderly.



## PART D | Next Steps

Implementation .....	Page 66
Monitoring .....	Page 67
Review.....	Page 67
Area Plan definitions.....	Page 68
Acknowledgements .....	Page 72

## Implementation

The Area Plan will be accompanied by an Implementation Plan with a detailed programme of key actions, general actions and tasks to achieve the Area Plan objectives.

The Implementation Plan prioritises actions and gives timeframes for delivery, the resources required and performance measures.

Implementation of the Area Plan will occur over a long period through to 2041, providing a challenge to ensure development is aligned with the Area Plan.

The Council leads the implementation of the Area Plan through its mandate under the Local Government Act (2002) and Resource Management Act (1991). Successful implementation will be achieved through the continuing support and development of partnerships with other government agencies and service providers, organisations, Ngāi Tūāhuriri, land developers and the resident and business communities.

Some of the key implementation steps are:

- Rezone land areas to promote the desired land-use pattern and development form;
- Prepare Outline Development Plans (ODP) that detail stormwater management areas, main roads, pedestrian and cycleways, and the reserve network. Rules will support ODPs to control land and building development effects on the environment within acceptable levels, and to protect areas, places and buildings of value;
- Designate land areas needed for specific infrastructure work, including the stormwater management system, and secure the use of land for that purpose;
- Release subdivision consent to create new allotments, including for infrastructure;
- Secure Catchment Discharge Consent to discharge stormwater as proposed in the wider Styx Integrated Catchment Management Plan, and enable the operation of the stormwater management scheme;
- Fund Capital Works Programmes through the LTCCP and Annual Plan. This programme will set the Council's funding over the financial year for stormwater management facilities, reserves, water supply and waste water disposal networks, transport network and community facilities;
- Acquire land by Council as required for infrastructure;
- Prepare Reserve Management Plans, specifically for the Sheldon Reserve and any extensions, to provide the vision for developing and managing reserves;
- Distribute guidelines to promote best practice in land and building development;
- Prepare Business Development Plans to promote the desired outcomes for business areas, including design objectives;
- Develop Neighbourhood Plans to develop the community vision and desired outcomes for neighbourhoods;
- Promote Travel Management Plans, measures to promote active and environmentally friendly travel choices and reduce reliance on the private motor vehicle; and
- Implement Education Programmes to improve community and land developer awareness of best practice and how to align with the Area Plan Vision, goals and objectives.

## Monitoring

A Belfast Area Plan Monitoring Programme will measure progress towards achieving the objectives of the Plan.

Environmental and community monitoring is a statutory activity required of local governments under the Local Government Act (2002) and the Resource Management Act (1991). Belfast Area Plan monitoring will build on programmes already undertaken by the Council in relation to the LTCCP community outcomes and environmental outcomes associated with the implementation of the City Plan. State of the Takiwā monitoring may also be used to monitor the cultural health of Belfast's waterways as it relates to the values held by Te Ngāi Tūāhuriri Rūnanga. A number of units within the Council, including the Monitoring and Research Team, and other government organisations, such as ECan, NZTA and the Canterbury District Health Board, are responsible for monitoring community and environmental outcomes within Belfast and across Christchurch. It is essential monitoring is coordinated across units and organisations to avoid unnecessary expenditure and duplication of effort.

Monitoring results will be presented in the Belfast Area Plan monitoring summary reports and used to inform reviews of the Area Plan and City Plan. The results, of the monitoring programme, auditing the implementation of the Area Plan and ensuring that the Council is delivering the outcomes the community desires for Belfast. The summary report will highlight the extent to which the Area Plan objectives are being met and identifies where problems are occurring with implementation. The monitoring programme will be initiated one year after the adoption of the Belfast Area Plan. The first steps will be identifying the key environmental and community indicators for Belfast that provide a valid and reliable insight into the effects of development and generate a series of baseline measures against which future results will be assessed.

## Review

The Area Plan and accompanying Implementation Plan are reviewed at least every five years and in response to:

- Reviews of the LTCCP;
- Major Capital Works Programme adjustments;
- Major changes in national, regional and local policies and strategies;
- The Belfast Monitoring Summary Report;
- Major changes in the policy and planning framework; and
- Technological advances.

## Area Plan definitions

**Aquatic Biodiversity:** Variety of life that exists in freshwater, tidal and marine environments.

**Carrying capacity:** Maximum use or number of users that a natural resource can sustain under a given level of management without the character and quality of the resources suffering unacceptable deterioration. (Source: The Penguin Dictionary of Geography, 2003).

**Christchurch City Plan:** Christchurch City District Plan prepared under the Resource Management Act 1991 to provide a framework for management of land use and subdivision within the city.

**Core habitat:** Portion of habitat most free from human disturbance and capable of supporting significant biodiversity.

**Crime Prevention through Environmental Design (CPTED):** Crime prevention philosophy based on proper design of environmental design and effective use of the built environment (Source: Ministry of Justice, 2005).

**Detention basin:** A hollowed containment area in the ground, natural or constructed, where stormwater runoff is held temporarily and released into a downstream waterway in a controlled manner or allowed to infiltrate and recharge the underlying groundwater aquifer. In general a detention basin only holds water during and immediately after heavy rainfall events. (Source: Christchurch City Plan, Volume 3, Part 1 – Definitions)

**District centre:** A town/suburban centre built around a supermarket, and one or two large format retailers (such as The Warehouse, Farmers and the like) or department stores. They can include up to 80 convenience and lifestyle stores, as well as a small selection of comparison retailers to service nearby residents' weekly and day-to-day retailing requirements, as well as providing a range of comparison shopping. Generally serves an indicative catchment of some 10,000 to 20,000 people dependent on the scale of the centre.

**Note:** these centres are principally notated as Business 2 zones (and adjoining Business 1 zones) within the Plan, and are not necessarily a Key Activity Centre as identified in Change 1 to the Regional Policy Statement.

**Esplanade Reserve:** An esplanade reserve has one or more of the following purposes:

- (a) To contribute to the protection of conservation values by, in particular,-
  - Maintaining or enhancing the natural functioning of the adjacent sea, river or lake; or
  - Maintaining or enhancing water quality; or
  - Maintaining or enhancing aquatic habitats; or
  - Protecting the natural values associated with the esplanade reserve or esplanade strip; or
  - Mitigating natural hazards; or
- (b) To enable public access to or along any sea, river, or lake or;
- (c) To enable public recreational use of the esplanade reserve or esplanade strip and adjacent sea, river, or lake, where the use is compatible with conservation values. (Source: Section 229 of the Resource Management Act).

**First flush basin:** A first flush of water quality volume basin is a stormwater quality treatment facility that captures runoff from the first 15 mm to 25 mm of storm rainfall depth and stores it temporarily, and preferably offline, while slowly releasing it to groundwater via soakage, surface receiving waters or water quality polishing facilities downstream. The storage depth and duration is dependent on the characteristics of the catchment. (Source: *Waterways, Wetlands and Drainage Guide, Part B; Design*).

**Greater Christchurch:** The area covering Christchurch City and the eastern parts of Waimakariri and Selwyn Districts, incorporating the urban areas of Rangiora, Woodend, Kaiapoi, Lincoln and Rolleston.

**Greater Christchurch Urban Development Strategy (UDS):** Long-term (35-year) strategy setting a consistent direction for the growth and development of Greater Christchurch that includes Rangiora, Woodend, Kaiapoi, Rolleston, Lincoln, Christchurch City and Lyttelton Harbour.

**Greenfield development:** Undeveloped land on the urban periphery. A parcel of land not previously developed beyond that of agriculture or forestry use; virgin land (Source: *Greater Christchurch Urban Development Strategy*).

**Integrated Catchment Management Plan (ICMP):** Describes how a river catchment will be managed, protected and enhanced, in the face of anticipated future urban development and land-use change. An ICMP establishes water quality and quantity objectives for a given catchment and how stormwater is managed to meet those objectives. It gives consideration to other natural resource issues such as groundwater, soils, ecosystems (in-stream, riparian, terrestrial), landscape, and cultural and heritage values. (Source: *Planning Consents Protocol for Stormwater Discharges, 2008*).

**Key Activity centre:** Means key existing or proposed commercial / business centre identified as a focal point for employment and the transport network and suitable for more intensive mixed-use development. Identification as a Key Activity Centre does not denote a scale or extent of business development.

**Landscape character:** The dominant landforms, land covers and land uses present in the landscape and can include the full range or spectrum of landscapes from pristine natural landscapes to highly modified landscapes.

**Living street:** Street designed or redesigned to prioritise living and community interaction, where cyclists, pedestrians, residents and businesses have at least parity with cars. (Source: *CCC Living Streets Website*)

**Local centres:** A small area of about six shops, not including a supermarket, supporting a population of 2000 to 3000 people and including mainly convenience shops.

**Local Government Act:** An act of parliament that sets out the responsibilities and powers of local government authorities (Source: *LGA, 2002*).

**Long-term:** The timeframe covering the period from 2027 to 2041.

**Low Impact Urban Design and Development (LIUDD):** Design and development practices that use natural systems and low-impact technologies within development. Key elements include working with nature, avoiding or minimising earthworks in construction, using vegetation to assist in trapping sediments and pollutants.

**Mahinga kai:** Food and other resources and the areas they are sourced from.

**Medium- long-term:** The timeframe covering the period from 2020 to 2041.

**Mixed-use developments:** Means an urban area and/ or development of compatible and often complementary activities, often of a mixed residential, business, recreational, retail or hospitality nature.

**Naturalised stormwater network:** Network of well-designed, maintained and integrated network water treatment and retention systems which imitate the function and form of natural waterways and include soil absorption basins, sedimentation basins, detention basins, swales, wetlands, and wet ponds (see *Waterways, Wetlands and Drainage Guide*).

**Open space:** Land in a predominantly open and undeveloped condition which is accessible to the public and is used as a natural or conservation reserve or for passive or active recreational use.

**Outline Development Plans:** A plan prepared for the development of a Greenfield area to show proposed land uses including:

- Principal through roads, connection and integration with surrounding road network infrastructure;
- Any land set aside for community facilities or schools;
- Parks and land required for recreation;
- Any land set aside for business activities;
- The distribution of different residential densities;
- Land required for storm water treatment, retention and drainage paths;
- Land reserved or otherwise set aside from development for environmental or landscape protection;
- Land reserved or otherwise set aside from development for any other reason and the reasons for its protection from development; and
- Pedestrian walkways, cycle ways, bus routes both within and adjoining the area to be developed (*Source: Proposed Plan Change 1 to the Regional Policy Statement, definitions and policy*).

**Passive surveillance:** Where buildings and spaces have views over streets and public places to enable accidental/casual observation and over looking by residents and office workers.

**PT Interchange (Public Transport Interchange):** A building and associated facilities within the Styx District Centre to provide for public transport passengers. In this context does not incorporate Park and Ride facilities.

**Public expenditure:** Total spending of all branches of government and other agencies in the public sector, such as health and education.

**Recreational route:** Shared pedestrian and cycleway facility being 10 metres in width, where the width is determined by the presence of adjoining features such as waterways, streets and structures.

**Regional Policy Statement (RPS):** Provides a regional planning framework for the physical and natural resources of the Canterbury region. The RPS was prepared under the Resource Management Act 1991 and made operative in 1998. Proposed Plan Change 1 to the RPS addresses land use and urban growth management in Greater Christchurch for the next 35 years and provides statutory backing for the Greater Christchurch Urban Development Strategy. (Proposed Plan Change 1 is currently in the appeal stage)

**Resource Management Act:** Act of parliament that promotes the sustainable management of natural and physical resources (*Source: RMA, 1991*).

**Riparian margin:** Strip of land directly adjacent to a river (*Source: The Penguin Dictionary of Geography, 2003*).

**Rural character (in relation to landscape):** Rural landscapes that are generally characterised by a low density of built form and relative predominance of open space.

**Rural land:** Land distinct in character from urban land and characterised by low intensity development and the use of large areas of private open space for the purposes of crop production and stock rearing.

**Section 74 (RMA):** Sets out the matters a territorial authority must consider when preparing and changing its district plan.

**Section 104 (RMA):** Sets out the matters, actual and potential effects, a local authority must have regard to when considering an application for a resource consent.

**Short-term:** The timeframe covering the period from 2010 to 2020.

**STA (Special Treatment Area):** As defined in Plan Change 1 to the Canterbury Regional Policy Statement means that area of rurally zoned land identified as part of STA1 as located between Johns Road and Styx Mill Road, excluding those properties adjoining Smacks Creek. Plan Change 1 requires this area, along with the remainder of STA1, to be considered by the Council, stakeholders and landowners to determine the most sustainable medium and long term land use outcomes. Specific planning investigations are to be concluded by 2012. If this planning investigation demonstrates a potential for urban, predominantly non-noise sensitive activities in this area, there will be requirements for transport networks and services to integrate and be connected with urban areas to the south and west. Any development would occur post 2021.

**Note:** The concept of Special Treatment Areas has been opposed in appeals to the Environment Court by a number of parties, including the Christchurch City Council, and the outcome of this process is not expected for some time.

**Stormwater mitigation facilities:** Series of soil adsorption basins, sedimentation basins, detention basins, wet ponds, swales and wetlands connected across a catchment.

**Sustainable development:** Managing the use, development and protection of natural and physical resources to enable people and communities to provide for their health and safety while:

- Sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations;
- Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and
- Avoiding, remedying or mitigating any adverse effects of activities on the environment (Source: *UDS, 2007*).

**Swale:** Long, shallow, grassy, ditch-like depression in the ground constructed to receive stormwater runoff, slowly convey it to a discharge point and/or allow infiltration. In general, a swale flows only during heavy rainfall. It may have the appearance of a landscape narrow dry creek with gently sloping sides (Source: *Christchurch City Plan, Volume 3, Part 1 – Definitions*).

**Tangata whenua values:** Refers to the natural, cultural and spiritual values of an area, significant for local Māori.

**Transport:** Refers to the movement of people and goods facilitated by a network of roads, rail, ports, airports, park and ride sites, bus stops shelters, walkways, cycle ways (Source: *UDS, 2007*).

**Travel Plan:** A package of measures tailored to particular sites, to promote active and environmentally friendly travel choices and reduce reliance on the private motor car (Source: *Land Transport New Zealand*).

**Urban design:** Urban design is about making attractive and functional places for people, encompassing issues such as connections between; people and places, the natural landscape and the built environment, and movement and urban form. It considers matters beyond visual attractiveness and looks at social equity, economic viability and environmental responsibility drawing on a variety of areas of expertise including planning, architecture, transportation, landscape design, engineering and economics.

**Urban renewal:** Refers to the progressive renewal of the older residential parts of the city to standards appropriate in today's environment (Source: *CCC Urban Renewal Policy*).

Methods of urban renewal include undergrounding of utilities, upgrading of kerb and channel, commercial area renewal, local area traffic management systems, living streets (see definition), waterway enhancement, street tree planting, open space provision and artwork.

**Waterbody:** Any river, stream, lake or pond which exceeds 200m<sup>2</sup> in area, drain, swale, detention basin or water race with or without a continuous flow.

**Wetland:** Permanently or intermittently wet areas, shallow water, and land water margins that support a natural ecosystem of plants and animals adapted to wet conditions (Source: *Proposed Canterbury Natural Resources Regional plan, Chapter 4 definitions for chapters 4-8 only*).

**Wet pond:** A constructed basin holding a permanent pool of water, and includes a lake (Source: *Christchurch City Plan, Volume 3, Part 1 – Definition of a “pond”*).

## Acknowledgements

The Belfast Area Plan has been developed on a collaborative and partnership basis, involving members and staff past and present from Christchurch City Council, Environment Canterbury, New Zealand Transport Agency, Te Rūnanga o Ngāi Tahu, Te Ngāi Tūāhuriri Rūnanga, Mahaanui Kurataiao Ltd, Lynda Goodrick from the Belfast Community Network, Peter Simpson from the Belfast School, and consultants. Special thanks also go to the members of the Shirley Papanui Community Board and the community and private organisations who shared their views on planning issues and helped shape the plan.

## Foundation reports and Information

A number of technical studies and investigations were prepared during the development of the Area Plan. These reports are available on the Belfast Area Plan website ([www.ccc.govt.nz/belfastareaplan](http://www.ccc.govt.nz/belfastareaplan)) and cover a range of issues including surface and ground water management, natural values, landscape, heritage, tangata whenua values, open space and recreation, constraints, urban design, community facilities, transportation, business land, rural land, and infrastructure.

## Images courtesy of

Christchurch City Council

Jeremy Head landscape architecture limited