



## Welcome from Independent Chair, Bill Wasley

Welcome to the first issue of a regular bi-monthly update on the Greater Christchurch Urban Development Strategy (UDS).

Through this newsletter the strategy partners (Christchurch City, Environment Canterbury, Selwyn District, Waimakariri District and the New Zealand Transport Agency) will keep you informed about what's happening around Greater Christchurch as we all work to implement the UDS.

We'll tell you about trends and changes that are occurring in our communities and about how the UDS partners are grappling with these and other challenges as we build a greater Christchurch.

Since the UDS was launched by the Prime Minister in June 2007, we've made great progress in a number of areas to embed the strategy and safeguard the future of our city and sub-region.

Of particular importance over the last year has been work to define comprehensive urban limits for Greater Christchurch and secure additional funding for needed transport projects from Central Government. Environment Canterbury and the other partners have been working hard through a change to the Regional Policy Statement to achieve the former and in Budget 2007 the Government allocated \$205m for the latter. It's been a big year.

I trust this and future newsletters will help to keep you up to date on UDS implementation as it continues in a collaborative manner across a range of agencies.

Bill Wasley  
Independent Chair

## Canterbury Water Management Strategy makes a splash

Managing local water resources in a fair and sustainable way is the focus of the Canterbury Water Management Strategy, a project being led by the Canterbury Mayoral Forum.

The strategy, heading into a public consultation phase, is an opportunity for urban and rural interests to have a say in the future of water management.

Strategy steering group chair, Bede O'Malley (Mayor of Ashburton), says it is critical that a 20-year plan is developed.

"What this is really about is the future 'stewardship' of the water resource in Canterbury. It's about all of the different players - people who care about the environment, the regional economy, recreational interests and tangata whenua coming together and then working in a coordinated way to ensure this valuable resource is maintained for future generations to enjoy."

The Water Management Strategy has been formed under the UDS approach to growth management. The UDS recognises water supply as a resource that needs to be better managed to achieve more sustainable outcomes, and identified the need for a demand management programme to reduce water demand, and a Water Supply Strategy to ensure the security and delivery of clean, safe drinking water.

To find out more about the Canterbury Water Management Strategy programme visit [www.canterburywater.org.nz](http://www.canterburywater.org.nz).

## South-West Christchurch Area Plan consultation opens

Community consultation on the Christchurch City Council's innovative draft South-West Christchurch Area Plan opened on Monday 1 September 2008.

Since the Greater Christchurch UDS identified South-West Christchurch as an appropriate area for future development, the Council has been preparing the Area Plan.

The draft South-West Christchurch Area Plan is the first Area Plan specifically developed by the Council to sustainably manage development. The South-West area spreads from Hornby to Hoon Hay and Halswell, including the lower slopes of the Port Hills.



Rather than trying to control or change the environment, the plan works with nature to protect and enhance the natural ecosystems while enabling development of liveable communities and competitive business opportunities.

An Area Plan Summary was sent to all property owners and interested organisations in the South-West area, and is available on the website and at Council Service Centres, libraries and other outlets. It contains a submission form, which people can use, or they can use the online Have Your Say process, to give feedback. Consultation will be open for six weeks and closes on **Friday 10 October 2008**.

To read or download the Area Plan, Summary booklet or to make online submissions visit the website:  
[www.ccc.govt.nz/areaplans/southwest](http://www.ccc.govt.nz/areaplans/southwest)

## Council takes lead to safeguard Central City redevelopment



Christchurch City Council has purchased five properties in the Central City, from property developer Dave Henderson, to protect the revitalisation of the heart of the city.

Christchurch Mayor Bob Parker says all five sites are extremely desirable and critical to the Council's and the UDS plans for urban intensification.

"We're stepping in to buy the properties because all are vital to our plans to revitalise our city centre. Our plans for the city South of Lichfield could have been jeopardised if they were purchased and developed as tilt-slab, big box retail outlets," he says.

The Council has purchased the properties at their current market valuations, with the total package to cost \$16.925 million. The purchase is being funded by an interest-only loan costing about \$1.4 million a year to service. Mr Henderson's intellectual property for each site (including plans and consents) are included in the purchase price.

The Council will develop a Master Plan for the South of Lichfield properties it owns in the next few months to protect the end use of these sites. The plan will address building form and urban design. Council then will decide the development timetable for both the Sydenham Square and South of Lichfield properties.

## SuperGold Card - free off-peak public transport for over 65 year-olds

An estimated 70,000 over 65 year-olds in Canterbury are expected to enjoy greater access to Metro public transport services with the rollout of free off-peak travel on scheduled public transport services for SuperGold Card holders from 1 October this year.

The scheme will apply to public transport planned and administered by Environment Canterbury in Greater Christchurch and Timaru.

The benefits of free access to public transport will be particularly important for cardholders on a fixed income, those who do not have a vehicle, or who can no longer drive. Demand will be closely monitored as the scheme is implemented. SuperGold Card travel funding extends until 2012 as part of an ongoing government commitment to public transport for cardholders. The scheme will receive \$72 million in funding over the next four years.

While the free travel concessions for SuperGold Card holders are expected to be rolled out from 1 October, start dates may vary between regions. Environment Canterbury will be responsible for administering the scheme in the Canterbury region and the New Zealand Transport Agency will carry out the monitoring.

Environment Canterbury will decide which specific services will be free for SuperGold Card holders in the Canterbury region.

The SuperGold Card can only be used for Metro urban public transport travel within Greater Christchurch and Timaru. Free services offered to cardholders in Canterbury would not include inter-city coach or shuttle services, Transpacific or Transcenic rail services. There will also be differences in availability, particularly between urban and rural areas.

### Did you know?

By 2041 there are likely to be between 135,000 and 150,000 people aged over 65 living here in Greater Christchurch.

Today we have just over 54,000.

Makes you think doesn't it...



## Southern connections under investigation

The NZ Transport Agency, in conjunction with its UDS partners, will shortly commence investigation of travel demand from the south of Christchurch. Generally this investigation will consider alternative transport corridors between the Springs Road roundabout and Main South Road/State Highway 1 near Templeton. If you have any questions in the meantime please contact Stephanie Brown at Opus on 363 5400.



# Outlining future urban expansion

Waimakariri District continues to be one of the fastest growing districts in New Zealand.

As part of managing ongoing growth, the Waimakariri District Council has identified urban limits for both Kaiapoi and Woodend, which provide the framework to guide future expansion of both towns.

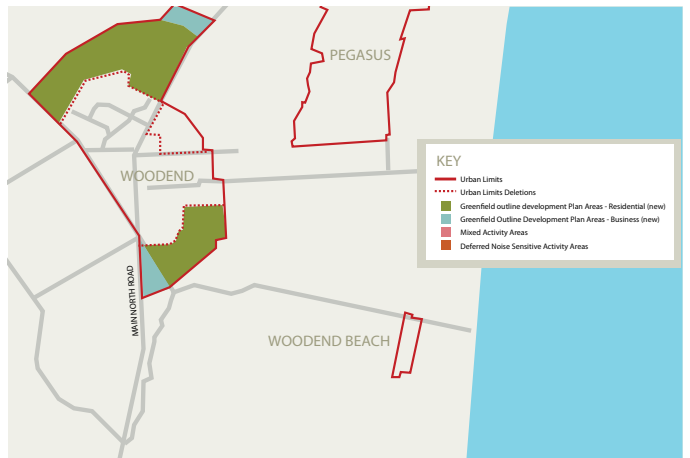
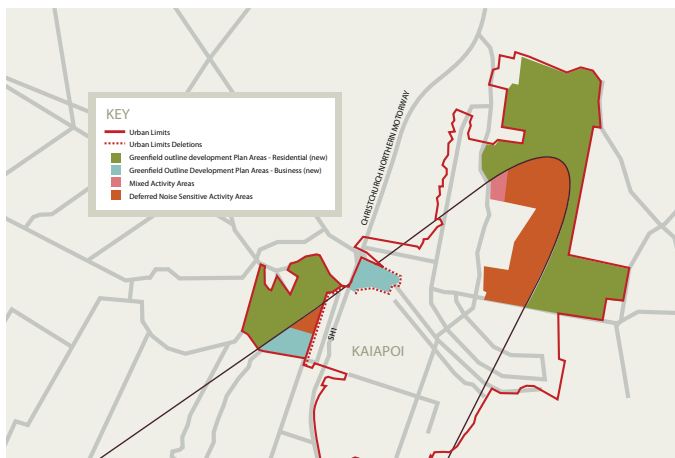
The proposed urban limits allow 2,300 new houses for Kaiapoi to meet the expected population growth of 5,000 and close to 1,000 new homes for Woodend, effectively doubling the number of households in that township. Providing for new business land in both towns is expected to encourage local employment opportunities and improve community self sufficiency.

Outline Development Plans, inserted into the District Plan, will determine how that growth is structured including future provision of facilities and services.

The Council's decision to set urban limits demonstrates Waimakariri's commitment to the intent and aspirations of the UDS. It provides greater clarity for communities on how and where their towns will grow and for the Council to stage the provision of infrastructure efficiently and affordably, ensuring growth is well integrated with the existing towns.

The identified limits for Kaiapoi take into account issues surrounding airport noise contours and currently provide for non noise-sensitive activity only underneath the 50 decibel area, allowing the town to continue to develop while the contours are debated.

The proposed urban limits, determined after extensive consultation and investigation through the Kaiapoi Development Strategy and Woodend Futures project, are included in variations to the Regional Policy Statement launched by Environment Canterbury on 15 August.



# Reducing the demand for car based travel

19 out of 20 cars converge on Christchurch City with a single occupant during morning peak hour travel. Reducing that number is the first goal of the draft Greater Christchurch Travel Demand Management (TDM) Strategy.

The strategy aims to get people to change from always using cars to more active and shared forms of travel. Better travel choice information, travel planning for schools and work places, improved land use planning that reduces the need to 'hop in the car' and more efficient movement of freight are key proposed actions.

The development of the TDM Strategy is one of the UDS's Key Approaches for transport (6.26.3). It supports the NZ Transport Strategy and regional directives such as the Regional Travel Demand Strategy, Regional Land Transport Strategy and Freight Action Plan.

Following feedback from stakeholder groups, a draft TDM strategy will be presented to UDS partner organisations for approval in November, with wider public consultation during February 2009.

For more information contact your UDS partners' project team representative:

Roz Rickerby (Project leader),  
Christchurch City Council,  
03 941-8865, roz.rickerby@ccc.govt.nz

Maryrose Dovey,  
Environment Canterbury,  
Maryrose.dovey@ecan.govt.nz

David Scarlet,  
New Zealand Transport Agency,  
david.scarlet@nzta.govt.nz

Chris Neason,  
Waimakariri District Council,  
chris.neason@wmk.govt.nz

Lee Wright,  
Selwyn District Council,  
lee.wright@selwyn.govt.nz

Adair Bruorton,  
Christchurch City Council,  
adair.bruorton@ccc.govt.nz





## ECan proposes growth variations for urban development in Greater Christchurch

Environment Canterbury (ECan) has notified proposed variations to Greater Christchurch's future growth areas opening consultation with the community.

*Variation Nos. 1-4 to Proposed Change No. 1* (Development of Greater Christchurch) to the Regional Policy Statement (RPS) proposes the expansion of urban limits for Kaiapoi, Woodend and Rolleston and the inclusion of the Revised Air Noise Contour for Christchurch International Airport. When *Proposed Change No. 1* to the RPS was notified in July 2007, urban growth areas for Rolleston, Kaiapoi and Woodend were not finalised.

ECan considered environmental and infrastructure issues when preparing the urban limits in the proposed Variations. These include access and transport issues, the impact of the revised noise contour for Christchurch International Airport, storm water and sewage treatment, and the transport framework linking towns, Christchurch and the wider region. There is also the issue of the Ashley River flooding and impacting on Kaiapoi.

*Variation No. 4* inserts the revised 50-decibel air noise contour into *Proposed Change No. 1*. The revised contour is the result of an updated modelling exercise for the airport agreed to by a panel of noise experts at the end of 2007. The revised contour covers a wider area than notified in *Proposed Change No.1* last year, lying across West Belfast, Upper Styx, and Russley and south of Masham, restricting the development within the noise contour.

To find out more about *Variations 1 – 4* visit: [www.ecan.govt.nz/Plans+and+Reports/RegionalPolicyStatement/rpsProposedChange1.htm](http://www.ecan.govt.nz/Plans+and+Reports/RegionalPolicyStatement/rpsProposedChange1.htm)

## SmartMovez on the information super highway

All the information councils need to work with the New Zealand Transport Agency (NZTA) is now just a click away on the SmartMovez website.

This web site was developed to provide councils with quick and easy 24/7 access to a raft of NZTA information ranging from funding manuals to road crash facts and figures.

To check out SmartMovez go to [www.SmartMovez.org.nz](http://www.SmartMovez.org.nz)



## Return of rails to city mall

The Christchurch City Council is installing tram rails in City Mall as part of the ongoing mall reconstruction.

The Council has approved in principle extending the tram route, but is looking at options for the loop around Manchester Street, with the possibility that the tram could proceed further along High Street.

Extending the tram as far as the Christchurch School of Music, the Cathedral of the Blessed Sacrament Cathedral and CPIT (the Christchurch Polytechnic Institute of Technology) is also being investigated. This would give access to the boutique shopping precinct part of High Street, Lichfield Lanes, and the redevelopment planned for the Turners and Growers site bounded by Madras, Lichfield, Barbadoes and Tuam Streets. Existing tram tracks in High Street will be assessed for possible reuse. If the Council approves this further extension there will be another round of consultation early next year.

The revitalisation of the City Mall is part of Project Central City, the Christchurch City Council's plan to reinvigorate the heart of the City. The UDS set the strategic directions of enriching lifestyles and enhancing environments through urban design, and city and town revitalisation, and this project is a key part of turning that vision to reality.

### For more information about the Strategy, the Partners and their projects:

Visit the [www.greaterchristchurch.org.nz](http://www.greaterchristchurch.org.nz) website

### Visit each partner's website:

Christchurch City Council [www.ccc.govt.nz](http://www.ccc.govt.nz)  
 Environment Canterbury [www.ecan.govt.nz](http://www.ecan.govt.nz)  
 Selwyn District Council [www.selwyn.govt.nz](http://www.selwyn.govt.nz)  
 Waimakariri District Council [www.waimakariri.govt.nz](http://www.waimakariri.govt.nz)  
 New Zealand Transport Agency [www.nzta.govt.nz](http://www.nzta.govt.nz)

Future newsletters will be posted on the website.