

Kia ora welcome to our webinar

Thanks for joining us. Your camera and mic are turned off, but once the session starts you can ask the team questions

- Questions emailed in will be answered during the webinar or will be in the Q&A document
- Questions asked during webinar will be answered if time allows or in writing
- Questions can be asked after the webinar – huihuimai@greaterchristchurch.org.nz

Web browsers (using Teams)



Web browser (no app)

Email
huihumai@greaterchristchurch.org.nz

Mobile users



Huihui Mai
Let's come together

Let's come together to plan our future

2 March 2023



Huihui Mai
Let's come together

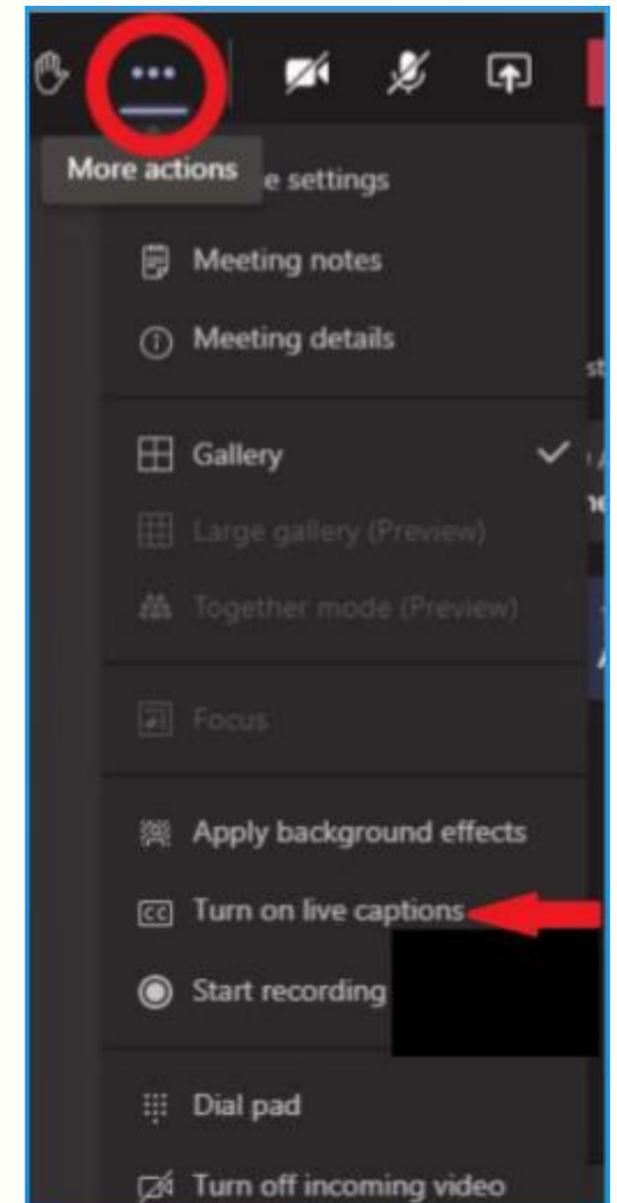
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- A full set of questions and answers including any unanswered questions will be uploaded on www.greaterchristchurch.org.nz along with a recording of this webinar and a copy of the PowerPoint slides.

All questions

 Use Teams Chat

Or email
huihumai@greaterchristchurch.org.nz



Introductions and Purpose

Presenters



Tracy Tierney
Waimakariri District Council



Mark Stevenson
Christchurch City Council



Tim Harris
Selwyn District Council



Richard Osborne
Waka Kotahi

Purpose

Provide a summary of:

- The background to this work
- The work to date which we are seeking feedback on through the community engagement
- Next steps

Answering questions

Greater Christchurch Partnership

Leading the urban growth strategy for Greater Christchurch since 2007

Purpose

- Enables coordinated urban planning and joint investment in transport
- Provides a collective leadership and engagement with central government

Whakawhanake Kāinga Committee (Urban Growth Partnership for Greater Christchurch)

Greater Christchurch Partnership

Local

Environment Canterbury
Mana whenua
Christchurch City Council
Selwyn District Council
Waimakariri District Council

Crown

Kāinga Ora
Te Tūāpapa Kura Kāinga –
Ministry of Housing & Urban
Development
Te Tari Taiwhenua –
Department of Internal Affairs

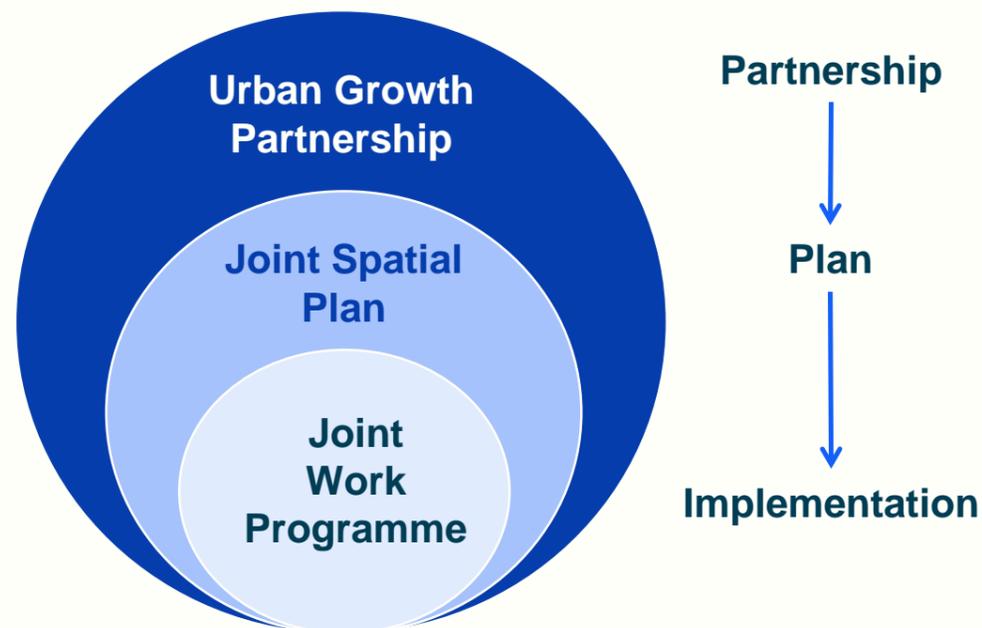
Waka Kotahi
Te Whatu Ora



Urban Growth Programme

A joint spatial plan is the first step in an Urban Growth Partnership

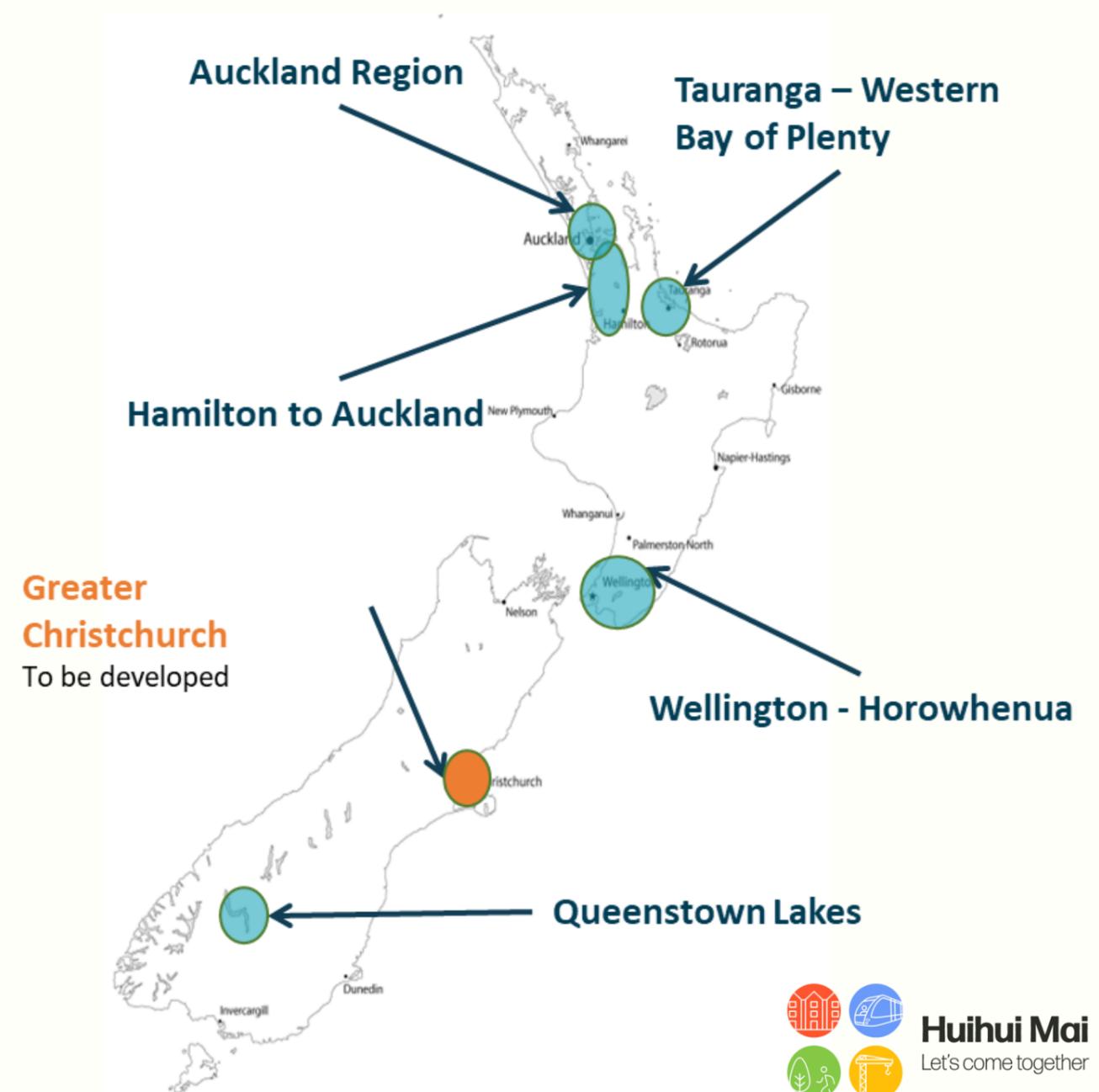
There are six Urban Growth Partnerships in New Zealand – **all others are in implementation phase.**



For Greater Christchurch's Urban Growth Partnership the first priority is:

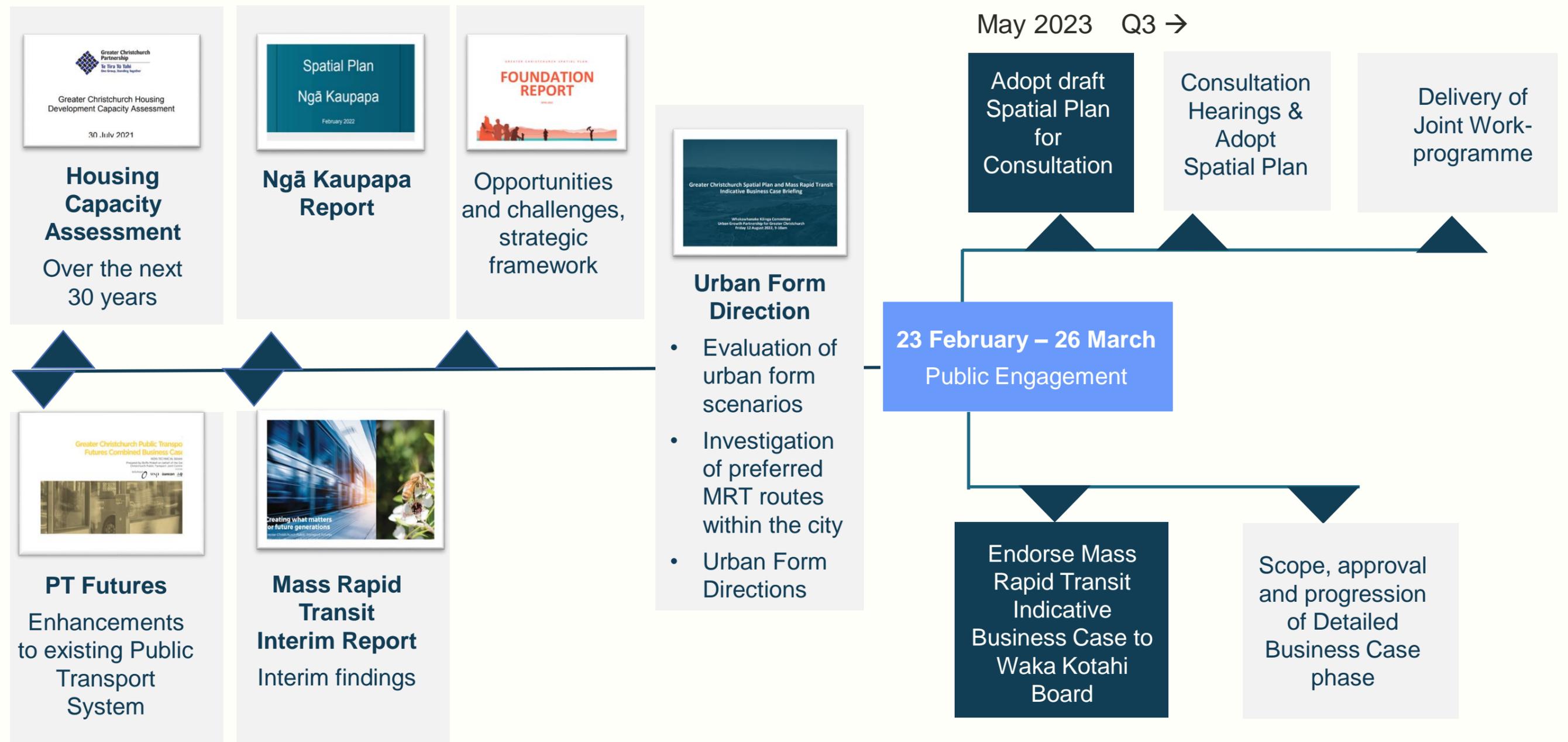
- A **Spatial Plan** that sets strategic framework for partnering and investing on urban issues
- A **Mass Rapid Transit Business Case** for a major public transport investment in Greater Christchurch

Urban Growth Partnerships across New Zealand



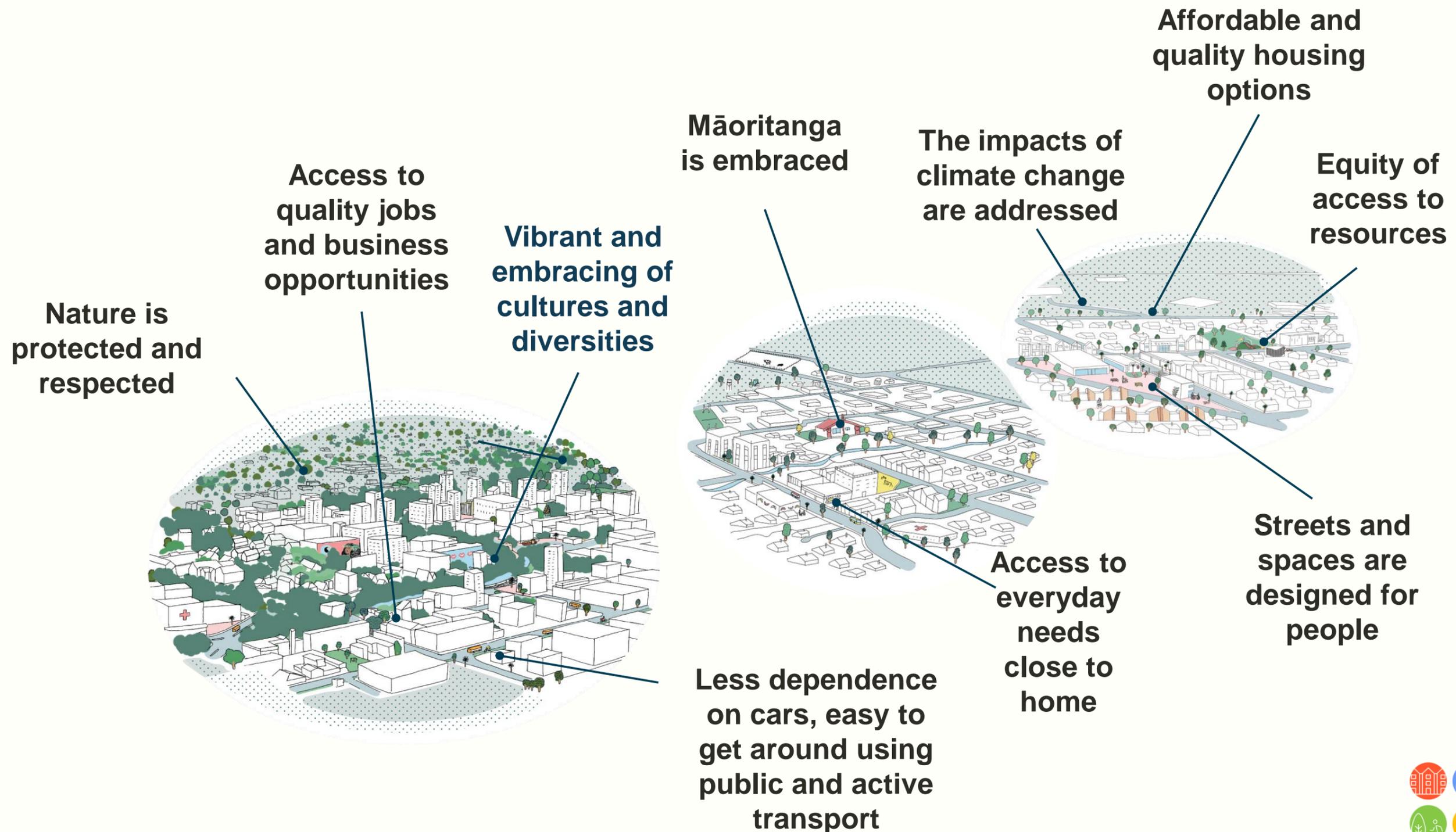
Process

We are ready for community engagement



Community Aspirations

We know what our community want



Mana whenua expectations

We have clear direction from mana whenua

Strengthening partnership with mana whenua is a key priority

- Recognise the foundation of Te Tiriti o Waitangi and mana whenua's rangatiratanga over its takiwa
- Committed to supporting mana whenua to achieve their priorities and expectations through the work of the Partnership

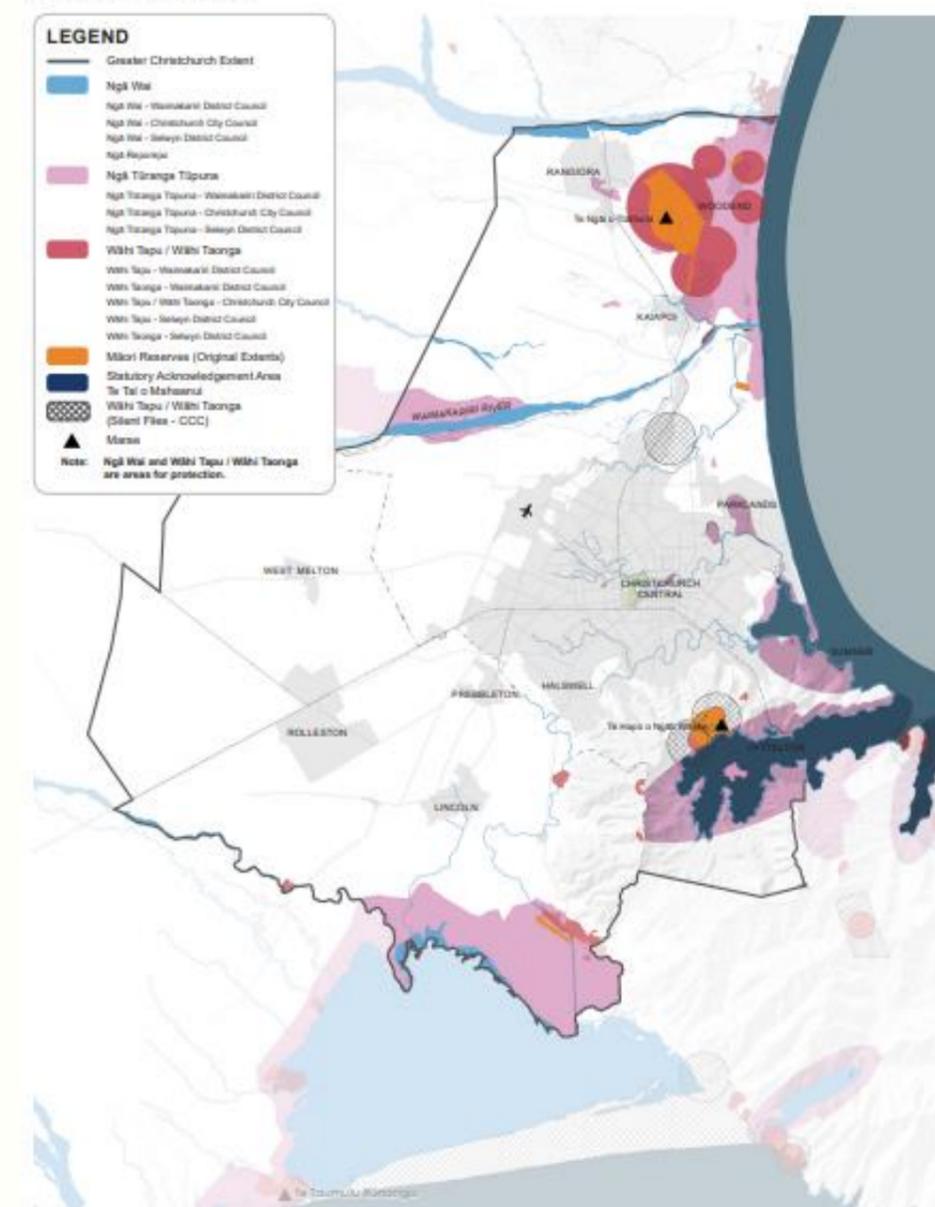
Sites of significance to Māori are protected

- Protect wāhi tapu and wāhi taonga
- A Te Ao Māori lens for considering environmental matters
- Restore and enhance the health and wellbeing of all waterbodies
- Restore indigenous vegetation
- Equal consideration given to the environment as to urban development priorities

Kāinga Nohoanga is actively supported

- Kāinga nohoanga on Māori Land supported by infrastructure and improved accessibility
- Kāinga nohoanga in urban areas

GREATER CHRISTCHURCH SPATIAL PLAN
CULTURAL SIGNIFICANCE

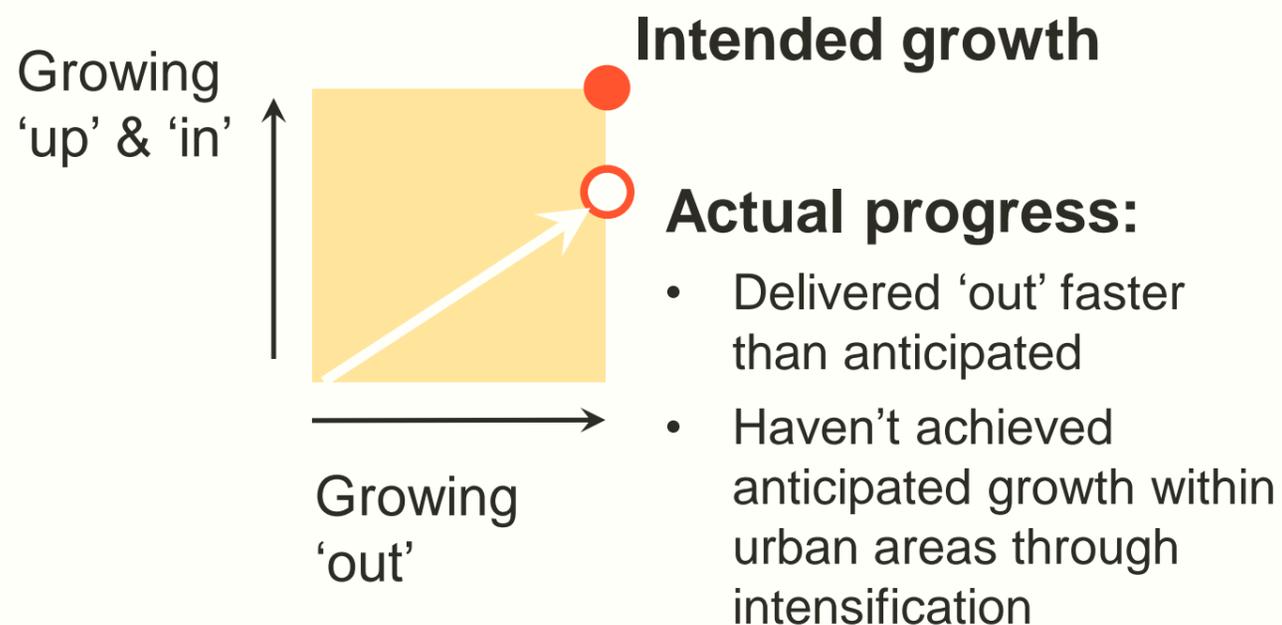


Planning context

We are not starting from scratch

Implementing our existing strategic direction

- Since 2007, clear strategic direction towards consolidating growth within our urban form
- Able to accommodate growth and response to earthquakes



2023 Greater Christchurch Spatial Plan

- Up to date look at recent change, challenges and opportunities in front of us
- Focus on implementation of the key investments and actions required to future-proof our urban area
- **Our challenge continues to be:**
 - **How we accommodate more people and businesses**
 - **While protecting our productive land and environment**
 - **Having a well-functioning urban form – which is affordable, accessible and provides quality of life**
 - **While still providing choice**

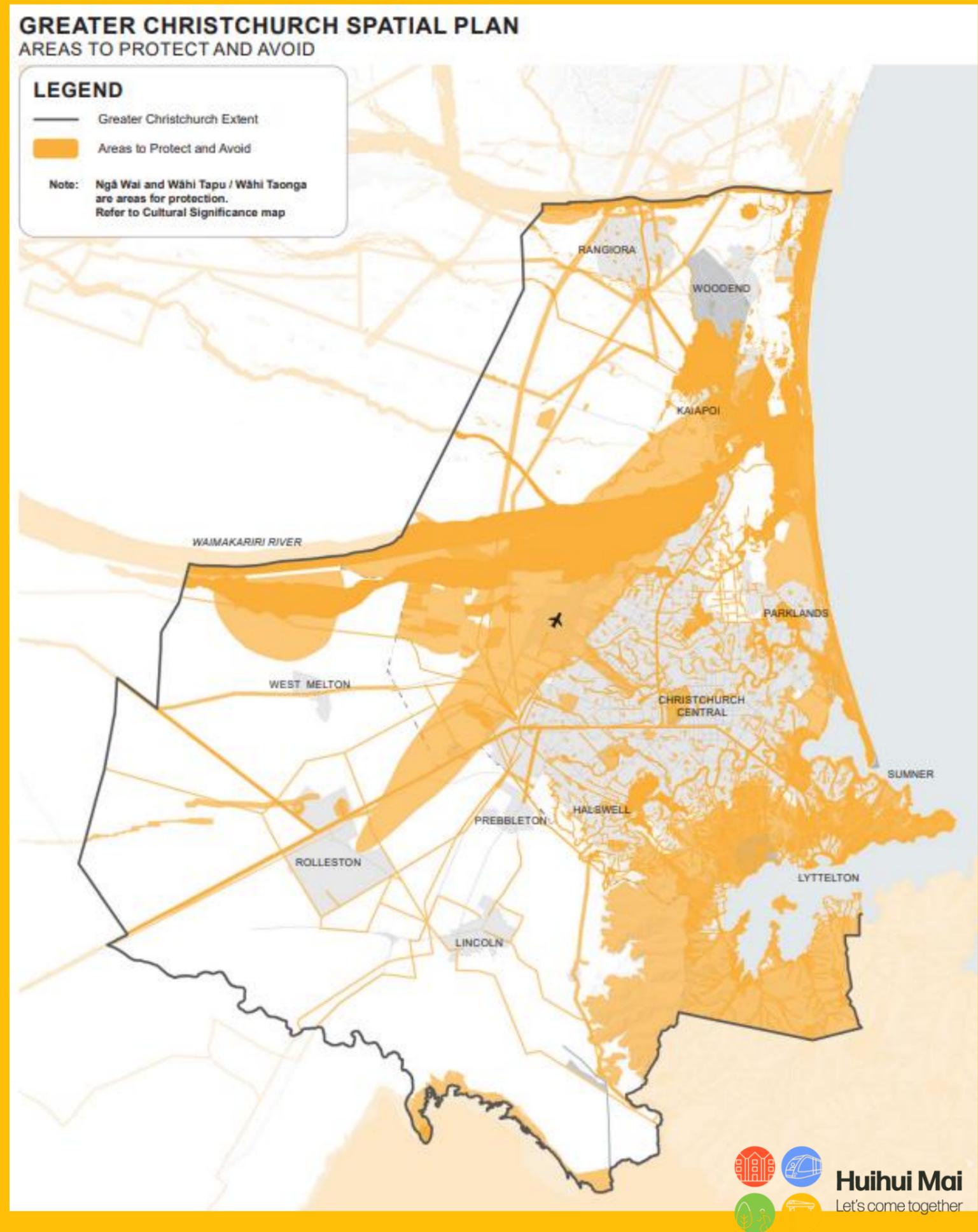
Areas to Protect & Avoid

Hazards we need to avoid include:

- Areas vulnerable to flooding
- Areas vulnerable to the risks of climate change, including coastal erosion, coastal inundation and tsunami inundation
- Rock fall, cliff collapse and mass movement area

Areas we want to protect are:

- Sites and areas of significance to Māori
- The natural environment
- Strategic infrastructure
- Highly productive land
- Water resource, waterways, springs and groundwater



Accommodating 700,000 – 1 million people successfully

An urban form which meets our challenges

We have challenges ...

Accommodating growth successfully

Dispersed employment & housing

Reliance on private vehicles

Low productivity given economic strengths / scale

Under performing central city

Responding to climate change

Poor environmental outcomes

Housing affordability, especially for low-income households

The building blocks of an urban form which meets the needs of our people, businesses and the environment

A vibrant central city that attracts people & business

An efficient & sustainable transport system

Concentration of activities in key centres

More housing choices

Kāinga nohoanga on Māori Land and in urban areas

Regenerated natural environment integrated into our urban form



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Capacity

Housing

- Significant housing capacity is enabled within the Greater Christchurch area

Business

Industrial land

- Sufficient land available at Greater Christchurch level (especially in Christchurch)

Commercial

May not be sufficient land available at Greater Christchurch level (especially in Christchurch), but:

- Shift from industrial to commercial around central city
- Increase in density in urban and town centres

Greenfield

Greenfield will be part of our future and provides lifestyle choices

- Currently provided for through the Future Urban Development Areas and private plan changes
- Further greenfield may be required for the longer term
- To contribute to a well-functioning urban environment, greenfield development needs to be:
 - Well connected with employment, services and leisure through public transport
 - Integrated with existing urban areas
 - At the right scale, density and location to minimise impact on highly productive land



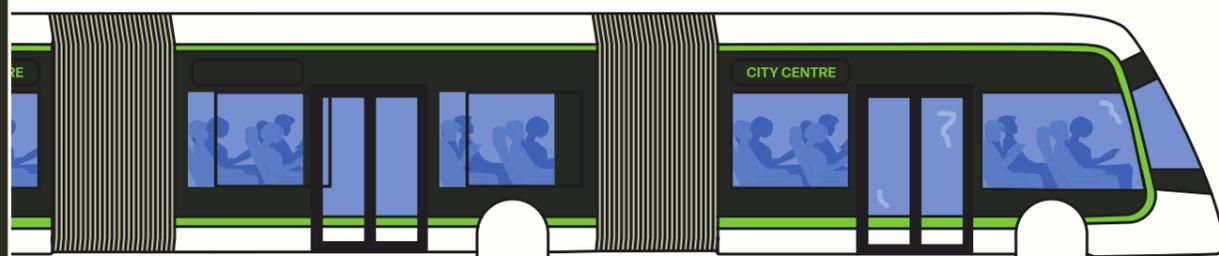
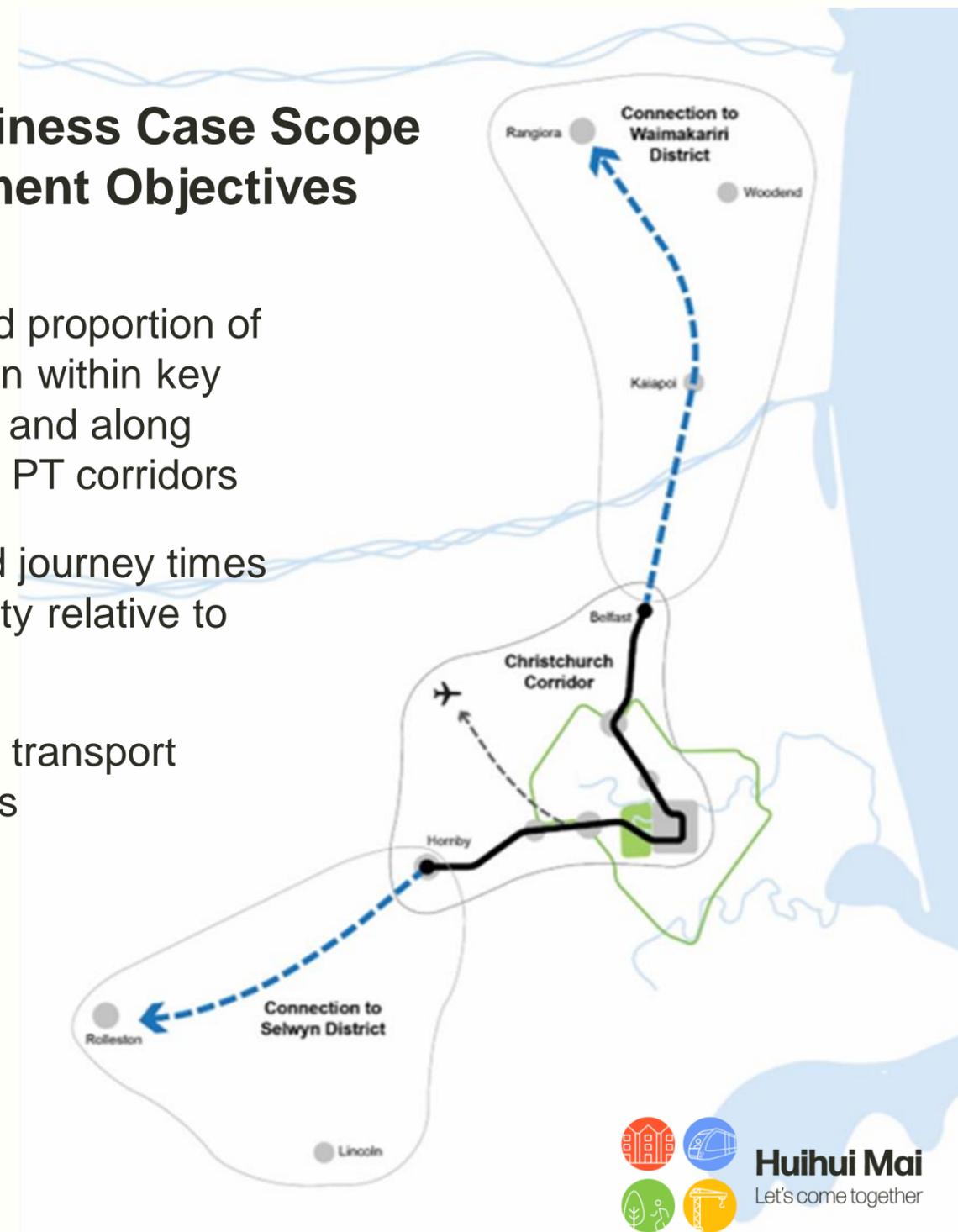
MRT (“Turn Up and Go”)

We have an existing public transport investment programme (PT Futures)

- Short term** Focus public transport improvements on the inner core of Greater Christchurch
- Medium term** Improve access for residents in the outer suburbs
- Long term** Mass Rapid Transit (MRT)?

MRT Business Case Scope & Investment Objectives

1. Increased proportion of population within key locations and along identified PT corridors
2. Improved journey times & reliability relative to the car
3. Reduced transport emissions



Turn Up and Go

Current preferred way forward



Preferred way forward:

- Arterial street running within Christchurch
- Enhanced express and direct buses to the districts

Also evaluated:

- Limited stop bus system
- Heavy rail

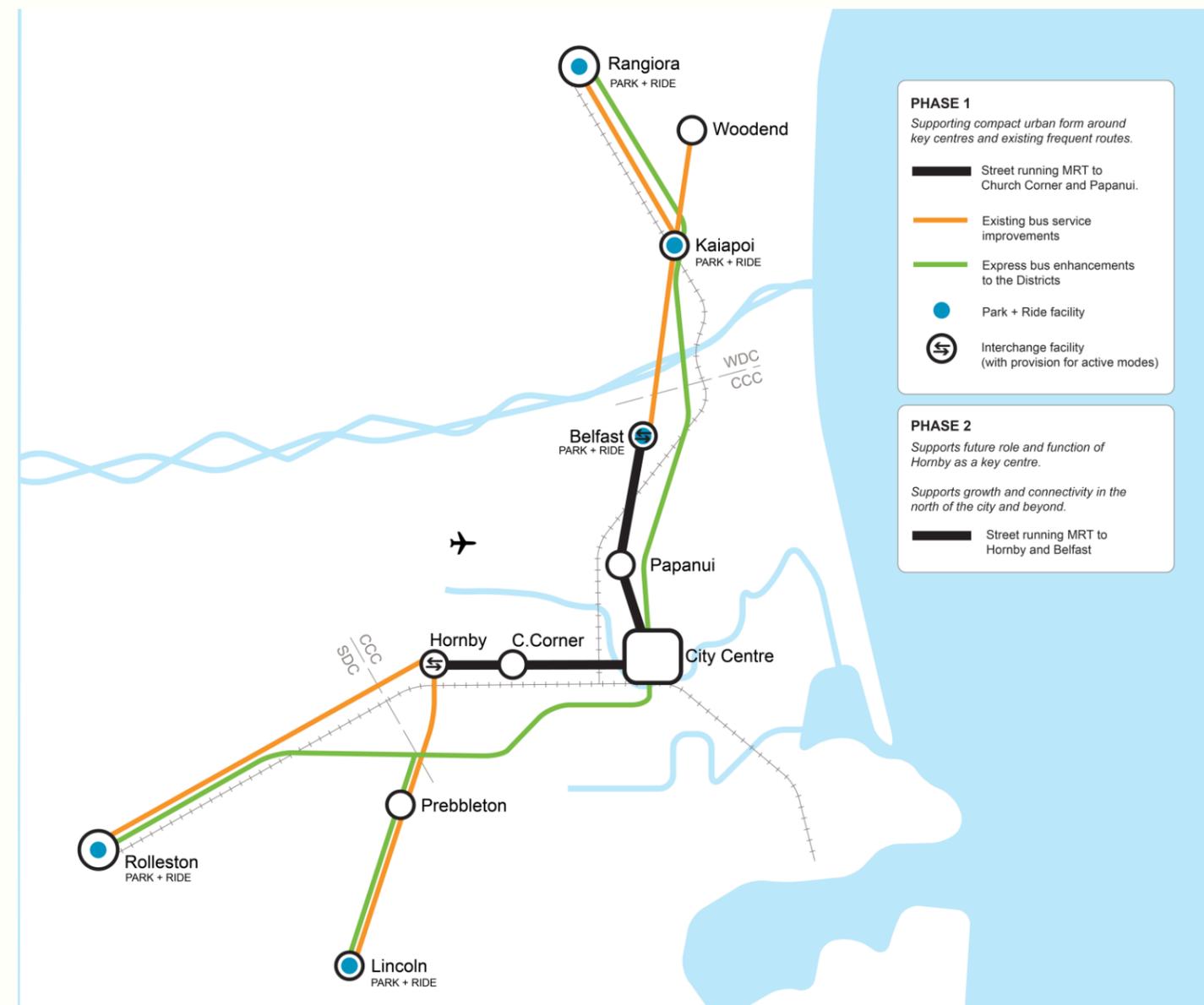
Turn-up and Go

To be built in stages

Phase 1



Phase 2



Shaping our Urban Environment

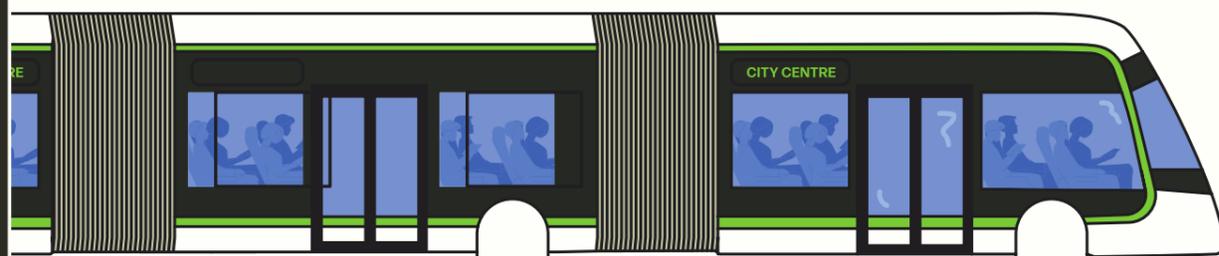
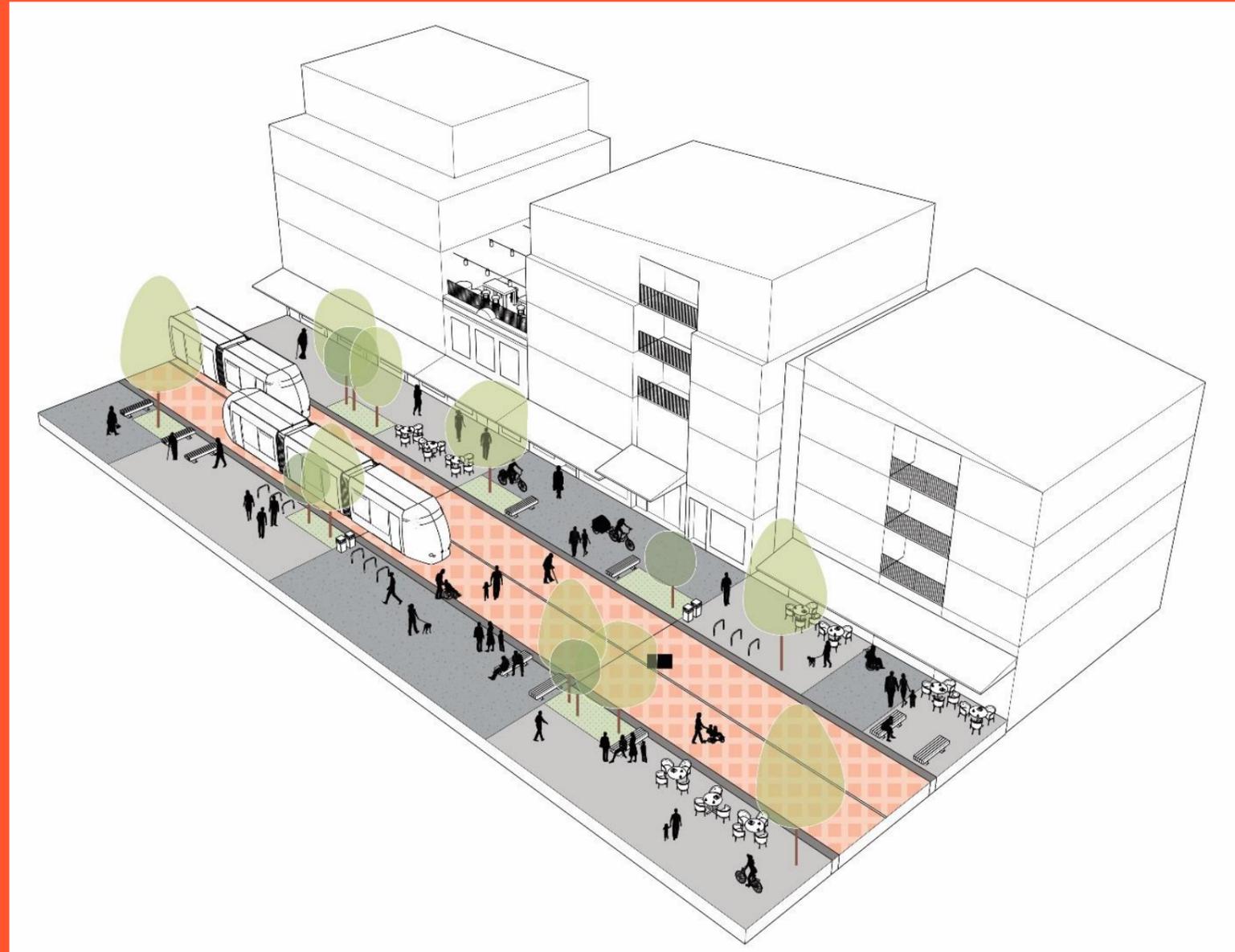
The “Turn Up and Go” service is city shaping:

- Opportunities for increasing housing and employment density
- Reduces sprawl



Centres focused around “Turn Up and Go”

- The width of some streets will make it difficult to accommodate “Turn Up and Go” and other road users (priority being given to Turn Up and Go)
- ‘Transit Malls’ are being considered at key centres



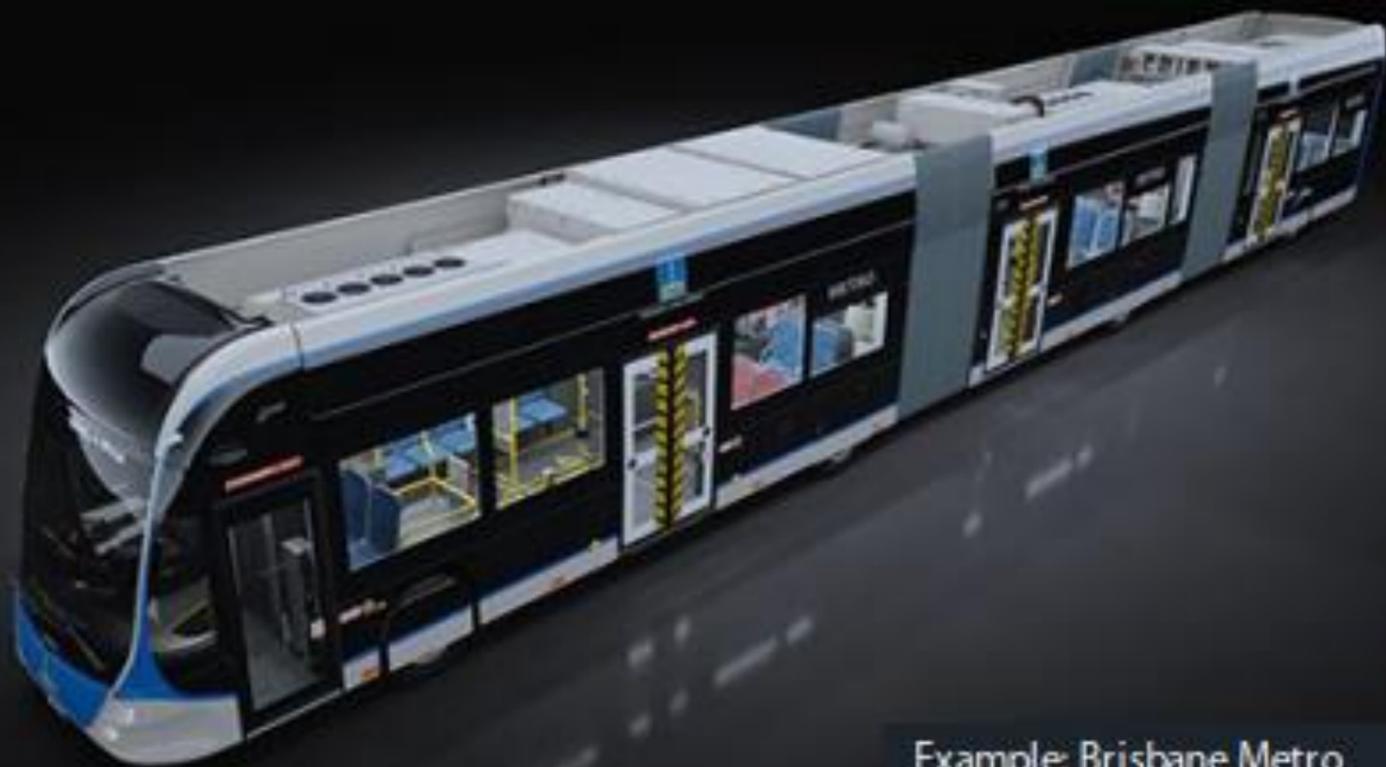
Turn Up and Go

Vehicle - to be decided in the next phase

Bus Metro

or

Light Rail



*Capacity: 150-180 people per vehicle.
Runs on the road.*



*Capacity: 210-300 people per vehicle.
Runs on steel tracks.*

Desired pattern of growth

Accommodating 700,000 over the next 30 years in a way which achieves our outcomes

Focus of growth – central city, along the proposed turn up and go corridor, and around key urban centres and towns.

Greenbelt as a tool – protect food producing land and green spaces for future generations

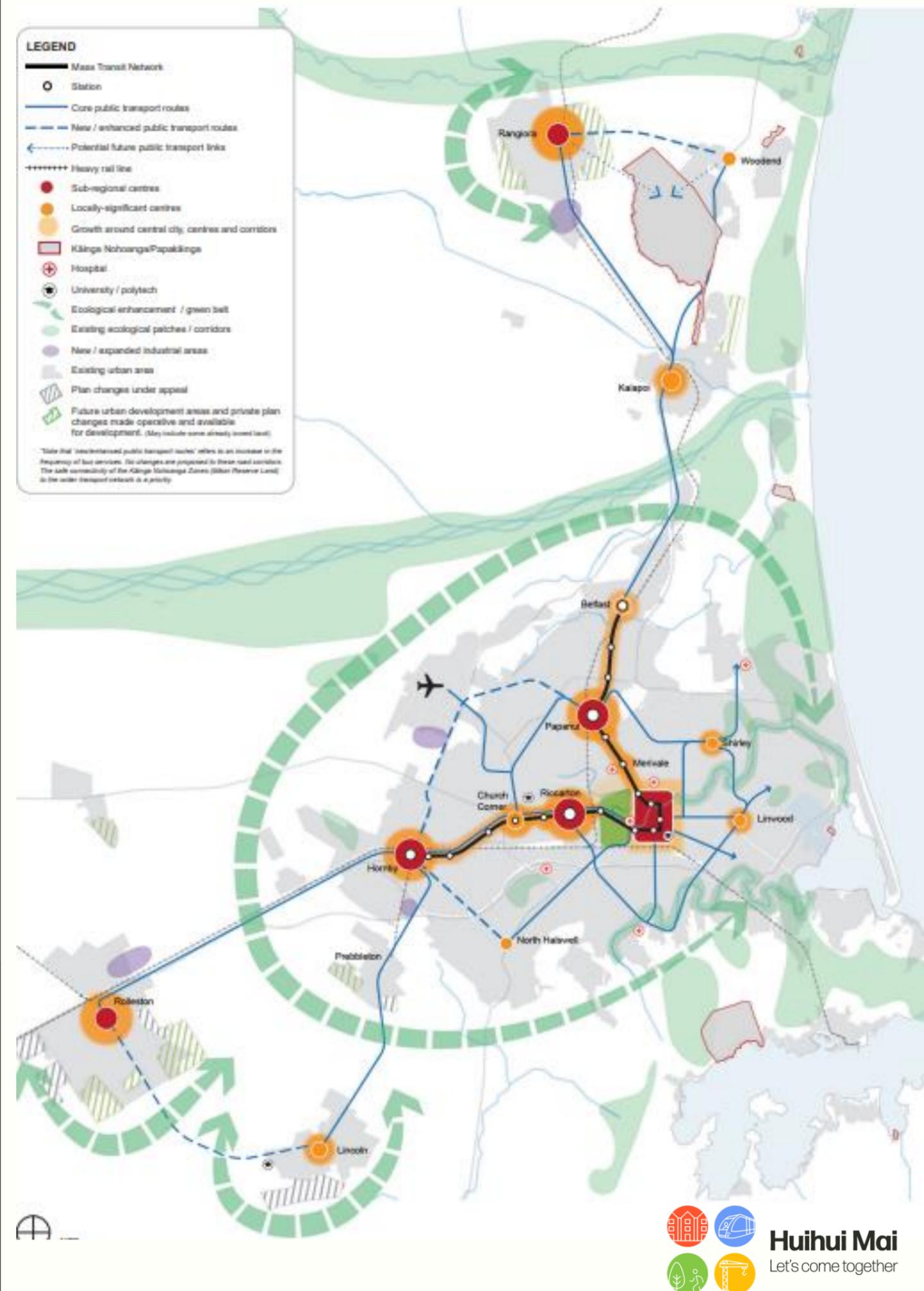
Public transport enhancements

- Implement PT Futures
- Implement 'Turn Up and Go'
- Enhanced bus frequency and park'n'ride in the Districts
- Investigate the potential for an 'outer Orbiter'

Māori Reserve Land

The original extents of Māori Reserve land are areas zoned for kāinga nohoanga.

Development of Māori Land is determined by mana whenua; enabled by investment in infrastructure by partners in agreement with mana whenua.



Desired pattern of growth

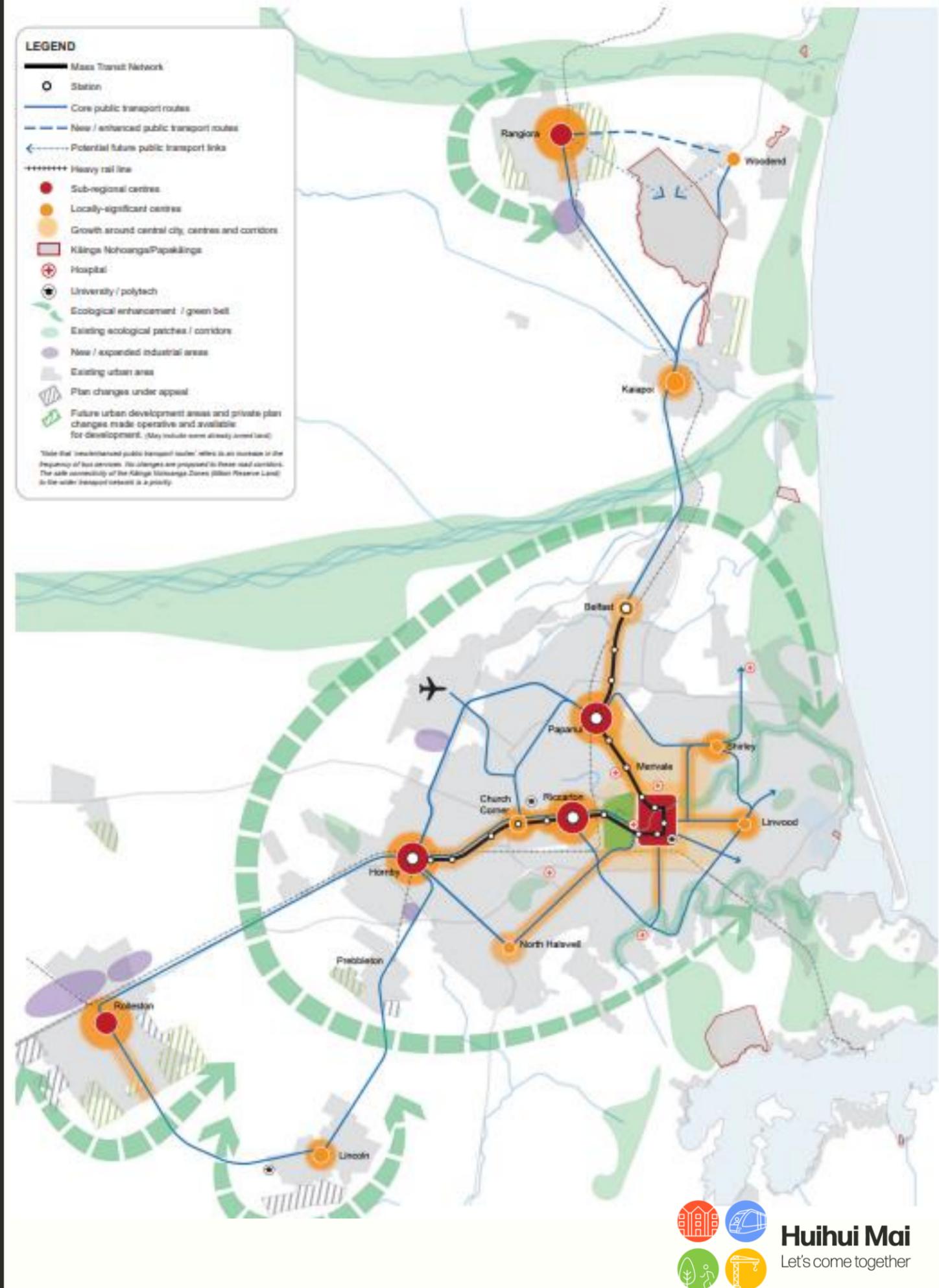
Growing beyond 700,000 to 1 million in a way which achieves our outcomes

Focus of growth

- Further intensification in key centres and along 'Turn Up and Go' corridor
- Intensification along other public transport corridors
- Growth in Hornby – potentially a second sub-region transport and service hub

Public transport enhancements

- Increase frequency along other public transport routes



Enhancing our environment

- Using a greenbelt to protect open spaces and productive land for future generations
- Protecting highly productive land
- Using natural solutions to build resilience to coastal hazards and climate change
- Enhancing green connections
- Prioritising the health of waterways and water bodies



Questions?

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