



# Introducing the Greater Christchurch Urban Development Strategy

**The Greater Christchurch Urban Development Strategy (the Strategy) is a bold and ambitious plan for managing urban development that protects water, enhances open spaces, improves transport links, creates more liveable centres and manages population growth in a sustainable way.**

The Strategy vision is for a greater Christchurch for the residents of the area (living south of the Ashley River and north of the Selwyn River) and the Strategy partners, Environment Canterbury, the Christchurch City Council, Selwyn and Waimakariri District Councils and the New Zealand Transport Agency (formerly Transit New Zealand).

The Strategy provides the primary strategic direction for the Greater Christchurch area, including the location of future housing, development of social and retail activity centres, areas for new employment and integration with transport networks. It also establishes a basis for all organisations, not just the Strategy partners, and the community to work collaboratively to manage growth.

The Strategy was created through a three-year long consultation and development process initiated in 2004 due to rising concerns over the lack of collaborative planning and leadership to manage growth in the area in a sustainable way. Community consultation undertaken by the Strategy partners resulted in over 3,250 submissions on growth management options for the area. A Community Charter was developed from feedback received, and formed the foundation for the development of the detailed Strategy, including a vision, guiding principles, strategic directions and a framework for implementation.

**The journey to a Greater Christchurch begins here.**



# The Vision for Greater Christchurch

By the year 2041, Greater Christchurch has a vibrant inner city and suburban centres surrounded by thriving rural communities and towns, connected by efficient and sustainable infrastructure. There are a wealth of public spaces ranging from bustling inner city streets to expansive open spaces and parks, which embrace natural systems, landscapes and heritage. Innovative businesses are welcome and can thrive supported by a wide range of attractive facilities and opportunities. Prosperous communities can enjoy a variety of lifestyles in good health and safety, enriched by the diversity of cultures and the beautiful environment of Greater Christchurch.

## Guiding Principles

A set of principles was agreed to help with decisions on investment and implementing the Strategy to achieve the Vision.

**Sustainable prosperity** is the overarching principle achieved through Strategy partners committing to providing **leadership**, and to work in **partnership** with each other and the community, and taking **responsibility** for decisions. Decision-making will be based upon the need for **resilience**, **adaptability** to change, the need for **innovation** to find creative approaches to old problems, and thorough **integration** between partners, plans and processes. **Restoration** of natural systems is a top guiding principle.

*The Principles provide 'how' the Strategy will be implemented.*

## Strategic Directions

The **Strategic Directions** outline the Strategy outcomes. They are key components of the Vision, and provide the basis for the specific actions listed in the Action Plan. Their focus is on enriching lifestyles, enhancing environments, encouraging prosperous economies, managing growth, providing effective governance and leadership, and integrating implementation.

*The Strategic Directions provide 'what' the Strategy will implement.*

## Proposed settlement pattern

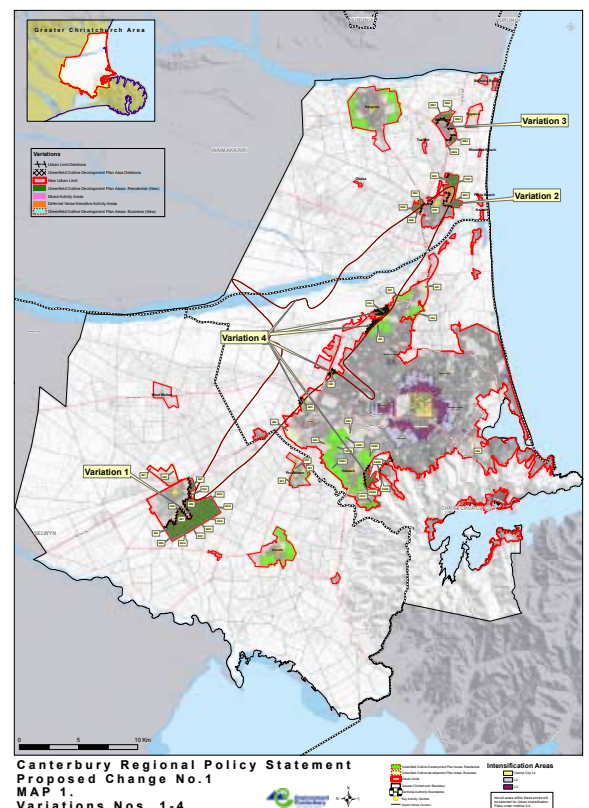
The proposed settlement pattern is based upon maintaining the distinction between urban and rural areas by concentrating development at and around existing urban areas, both large and small. The Strategy proposes that over the next 35 years Greater Christchurch's growth will be split 71% within Christchurch City, 16% in Selwyn District and 13% in Waimakariri District.

Transport is a key component of an integrated approach to land use development. Securing the main north, west and southern corridors to ensure accessibility to the Port of Lyttelton and International Airport are top priorities. Enhanced public transport services, that provide practical and affordable alternatives to using private motorcars, are essential for a more sustainable and environmentally friendly transport system. Christchurch Airport's operation would not be compromised by urban expansion under the flight path to ensure competitiveness and accessibility.

Sensitive environmental areas, such as the underground aquifer that supplies Christchurch's exceptionally good water supply, will be protected from inappropriate development.

Commercial and business activity centres to the north at Belfast and southwest at Hornby will be developed to meet the needs of city residents and people living beyond these city edges. A revitalised Central City serves as a regional focus for commerce and entertainment and as home for 30,000 residents.

The map outlines the indicative settlement pattern, growth areas, transport network and open space.





Trevor White



John McCombe



John McCombe



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## Implementing the Strategy

Implementing the Strategy requires changes to a number of policy and legislative documents, and to the processes by which the partners plan and consult with their communities. Getting these ‘framework tools’ in order is the first priority for the implementation of the Strategy. Actions that determine the settlement pattern, transport network, urban design and housing, central city revitalisation and water management have been given top priority, and provide the key implementation direction for the Strategy partners.

### Land-use priorities:

1. Amend the Regional Policy Statement (RPS) to include a new chapter (12A) that outlines the settlement pattern agreed in the Strategy. (The RPS, prepared by Environment Canterbury, sets urban limits. It is the overarching plan that determines the land use pattern in the City and District Plans.)
2. Councils to amend District and City plans to reflect the changes to the RPS Chapter (12A) to support the settlement pattern with activity centres, urban development and transport networks.
3. Prepare Outline Development Plans for new development areas (Greenfield) and intensification areas, and identify existing re-development (Brownfield) areas.
4. Develop a Business Land Management Strategy to define role and function of business areas.

### Transport priorities:

5. Develop integrated transport and land use projects for the southwest and northern motorway corridors, funded with central, regional and local government. (Transport and land use are integrated in the Strategy and must be developed together, and in partnership with central funding agencies.)
6. Amend the Regional Land Transport Strategy to reflect transport goals of the Strategy.

### Urban design and housing priorities:

7. Develop an Urban Design Strategy to establish principles of good design to protect and enhance the character and diversity of communities.
8. Research affordable housing options, including increasing social housing and partnerships with developers, and monitor supply and demand for affordable housing in the area.

### Central City revitalisation priorities:

9. Implement the Christchurch Central City Revitalisation Strategy by providing information and incentives for increasing the number of people living in the central city.
10. Establish a dedicated city revitalisation agency to develop and administer programmes.

### Water management priority:

11. Prepare Integrated Catchment Management Plans (ICMP) for surface water management.

### Accountability priority:

12. Develop an integrated programme for monitoring demographic, social, economic and environmental change and development activity to measure the outcomes of implementing the Strategy.



## Implementation through commitment and collaboration

The Strategy partners Christchurch City Council, Environment Canterbury, Selwyn District Council, Waimakariri District Council and the New Zealand Transport Agency have primary responsibility for implementing the Strategy. Responsibility is shared with government and non-government agencies, the private sector, Tangata Whenua and the community. All have a significant role to successfully implement the Strategy so the Greater Christchurch area benefits from the community investment made in its future. On-going engagement, shared planning and resourcing with Central Government is essential for successful implementation of the Strategy.

Several organisational structures have been set up to ensure collaboration and engagement occurs throughout the implementation process.

The **Urban Development Strategy Implementation Committee (UDSIC)** manages the implementation of the agreed actions by the Strategy partners, and coordinates and engages other community organisations with a role to play. The UDSIC consists of representatives of each of the Strategy partners and Tangata Whenua.

The key roles of the UDSIC are to oversee the implementation of the Strategy, coordinate implementation across multiple agencies, monitor progress against milestones, and review and adjust the Strategy if circumstances change. The UDSIC has appointed an **Independent Chair, Bill Wasley** (previously the Project Leader – Governance) to chair the Committee, which meets bi-monthly.

In addition to the UDSIC, the UDS Forum that played such a crucial role in developing the Strategy was given a new title and role to play in the implementation. The **Strategic Partners Forum (SPF)** consists of representatives from a broad cross-section of community, government and non-governmental agencies drawn from the business, health, education, transport and other sectors. The SPF is chaired by the UDSIC Independent Chairman, Bill Wasley, and meets bi-monthly. Key tasks for the Forum are to act as a community monitor of the implementation process, raising issues and providing feedback to the UDSIC.

Meeting dates and minutes of both the UDSIC and SPF are available on the [www.greaterchristchurch.org.nz](http://www.greaterchristchurch.org.nz) website.

## For more information

To find out more 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)

