



# SOUTH-WEST CHRISTCHURCH AREA PLAN

April 2009

[www.ccc.govt.nz/AreaPlans/SouthWest/](http://www.ccc.govt.nz/AreaPlans/SouthWest/)

## Plan Overview

*South-West Christchurch will provide opportunities for people and nature to grow and thrive.*

The South-Western suburbs of Christchurch are becoming the most sought after addresses in town. With convenient access to amenities, open space, shopping and employment areas, more people are wanting to call the South-West home.

Over the next thirty five years the area is expected to accommodate over 12,000 new houses, and approximately 200 hectares of industrial development, making it one of the South Island's largest urban growth areas.

The South-West Christchurch Area Plan (the Area Plan) provides the framework for land use planning and public expenditure, reflects how the local community want the area to develop, and ensures that growth is integrated, collaborative and maintains intrinsic values. The Area Plan establishes a vision for the area, goals to achieve the vision, and objectives to meet the vision and goals.



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# Part A | Introduction

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## Statutory Status

The Area Plan has been prepared in accordance with the functions of the Christchurch City Council (the Council) under the Local Government Act 2002 (LGA).

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

- ensuring sustainable management of the area's natural and physical resources;
- facilitating the integrated planning of Council-managed services;
- identifying opportunities for land development;
- providing direction for Council's acquisition of strategic land areas; 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 under Section 74 of that Act.

## Relationship to Other Plans

South-West Christchurch is identified in both the Greater Christchurch Urban Development Strategy and the Christchurch City Plan as a major urban growth area. The Area Plan is therefore an implementation method for these documents.

Many other statutory and non-statutory documents also guide the Area 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 and Engagement

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

Active engagement between landowners, land developers, residents, business owners, community groups Ngāi Tahu rūnanga and government organisations must occur at many different stages, including street design, the location of a new community facilities, and the function and design of new neighbourhood centres.



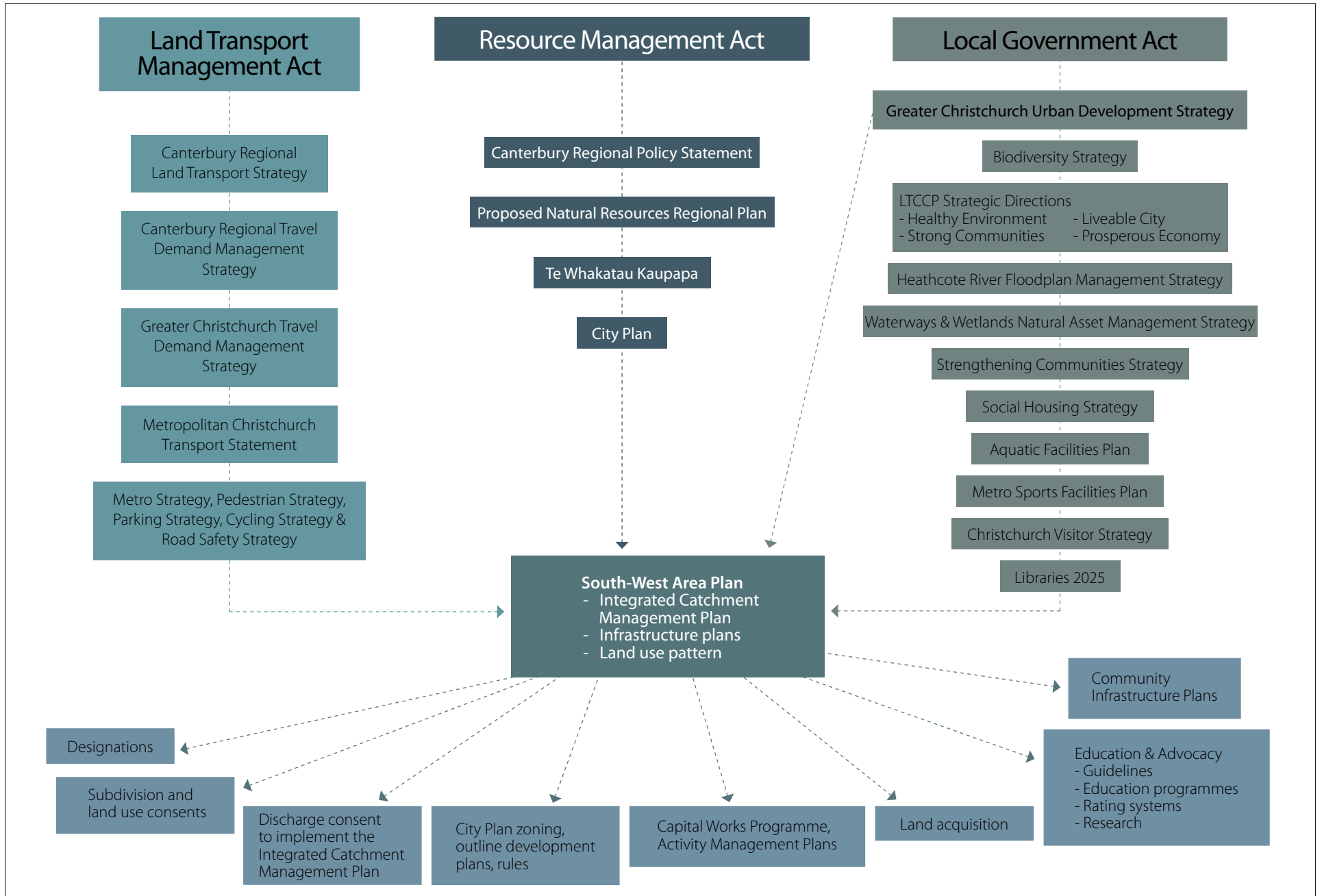


Figure 1: Relationship to Other Plans

# Principles of the South-West Area Plan

*South-West Christchurch has the potential to become a high-quality living and working environment, distinct from wider Christchurch and a model of sustainable development and management of land and resources .*

For the purposes of this Area Plan, sustainable development and management have been brought together into three principles that have guided its development:

- **Environmental sustainability** – air, soil and water quality; biodiversity; resource use efficiency; energy-efficient infrastructure and buildings; and waste minimisation.
- **Liveability** – amenity; aesthetics; spaciousness; a sense of place; strong community networks; health and safety; and accessibility to community facilities, services and infrastructure.
- **Competitiveness** – sufficient land for business and economic development and cost effective services and infrastructure.

Environmental sustainability is the foundation for the Area Plan. A strong emphasis is placed on ensuring the Upper Heathcote River/Ōpawaho and Halswell River/Hurutini catchments, which define the study area, have the capacity to absorb further urban development without creating significant downstream effects on natural resources, people and properties.

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

Urban and rural activities have significantly modified the landscape affecting the diversity and abundance of local flora and fauna. The Area Plan has a strong focus on restoring what has been lost and on enhancing surface waterways and wetland environments.

Liveability is achieved through recognising and providing for the needs of the diverse and constantly changing community, including:

- the development and maintenance of infrastructure and services;
- designing neighbourhoods with attractive and safe open spaces, quality building design, good access to community facilities and services; and
- local features reflecting the historical and contemporary relationship of the community with the area.

Competitiveness is about ensuring the City remains an attractive and viable place to do business. With its strategic transport linkages to other parts of the City and the South Island, South-West Christchurch has a key role in the Canterbury Region's economic development. The South-West is an important business area providing for 20,000 jobs and generating approximately 6% of Canterbury's Gross Domestic Product. One of the aims of this Area Plan is to ensure the infrastructure needed to support economic development over the next 35 years is provided cost effectively, when needed, and to high environmental standards.



Overlooking Wigram and Awatea.





## Part B | Background

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## Setting

*From the prominent Port Hills to the expansive Canterbury Plains, the waterways meander to create habitats for flora and fauna.*

The study area covers around 8,000 hectares of land in the south-west of Christchurch. Approximately 5,300 hectares of the study area is located within the upper Heathcote River/Ōpawaho catchment and 2,700 hectares is within the upper Halswell River/Hurutini catchment.

The area is divided into two main landforms - the steep north-facing slopes of the Port Hills and the relatively flat Canterbury Plains. Over thousands of years, the Waimakariri River shaped the Plains (including the study area) as it fanned across the land depositing greywacke gravel, sand and silt, and carved a network of river courses.

A tapestry of soils range from the heavier Kaiapoi and Tai Tapu deep silt loams located at the foot of the Port Hills, to the lighter Selwyn and Waimakariri sandy and stony loams in the northern parts of the study area (Figure 3). In contrast, the Port Hills were formed by volcanic activity and are composed of basaltic flows, ash deposits and intrusive rocks. Soils on the hills are generally glacial clay, known as 'loess', which was blown across from the Southern Alps by north-west winds.

The area is characterised by a large network of waterways. The Heathcote River/Ōpawaho originates from springs in the Wigram area, runs eastwards towards the Port Hills and along the Port Hills before finally flowing into the Avon Heathcote Estuary/Ihutai. A number of drains and waterways feed into the Heathcote River/Ōpawaho the more significant being Cashmere Stream and Haytons Drain.

The Halswell River/Hurutini originates from springs scattered around the areas of Templeton, Halswell and Prebbleton that flow into Knights Stream, Nottingham Stream, and some rural drains. These tributaries form the Halswell River/Hurutini, which meanders south through Lansdowne Valley, and flows into Lake Ellesmere/Te Waihora.

The South-West area is an integral part of the Christchurch-West Melton groundwater system with the depth to groundwater ranging from about 15m in the western part of the study area to less than 2.5m at the base of the Port Hills. The high groundwater table and low-lying land at the base of the Port Hills, combined with restrictions on downstream flows, gives rise to natural ponding within the Heathcote River/Ōpawaho catchment at Hendersons Basin, and flooding downstream during extreme rainfall. Flooding can also occur within the Halswell River/Hurutini catchment, particularly within Lansdowne Valley and the lower reaches.

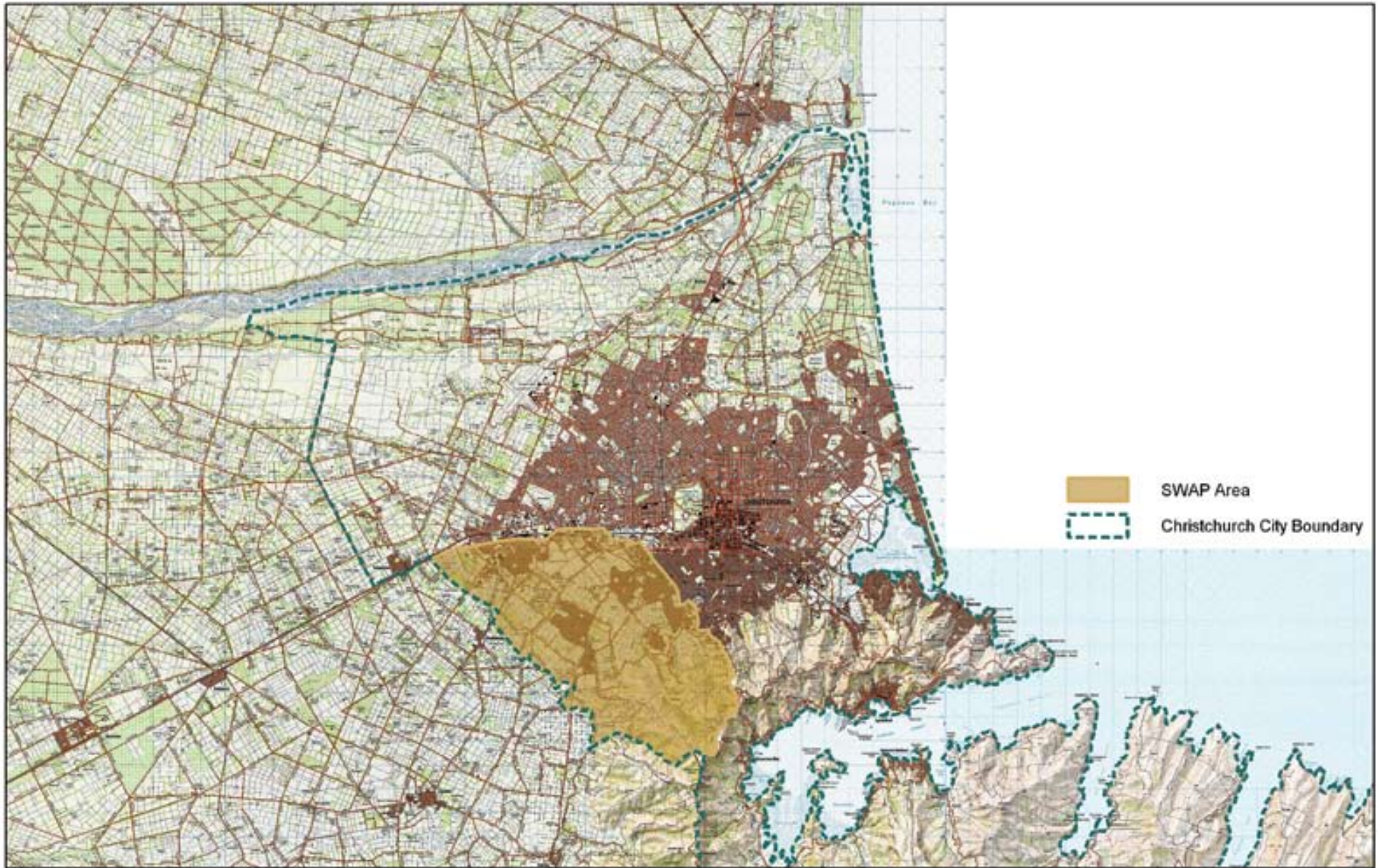


Figure 2: Study area in wider Christchurch City and Banks Peninsula District context.

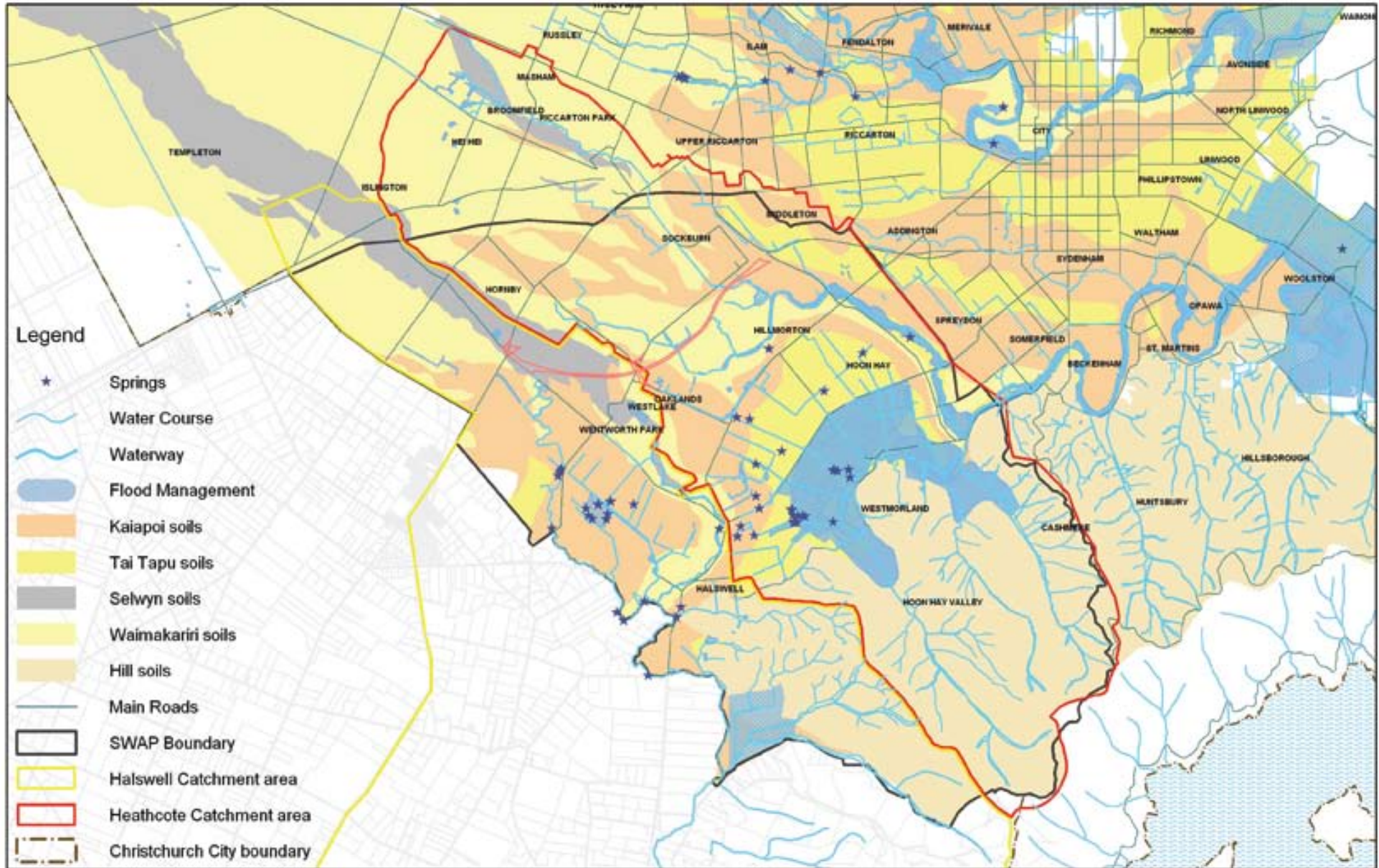


Figure 3: Study Area Soils and Waterways.





Hendersons Basin July 2008.

# Settlement and Development

*South-West Christchurch has been home to many people who have used its resources and shaped the landscape.*

The South-West area has a history of early Māori occupation, followed by European settlement. Ngāi Tahu, and before them Ngāti Mamoe and Waitaha, maintained both permanent and temporary habitation sites within the area.

Māori used the network of springs, waterways, swamps, grasslands and lowland podocarp forests that once covered Christchurch, to gather natural resources and harvest food. The area was, and continues to be, valued for the mahinga kai sites and as a significant link between the Ngāi Tahu settlements of Kaiapoi, Rapaki, Wairewa and Taumutu, and the resources of Te Ihutai (Avon-Heathcote Estuary), Te Waihora (Lake Ellesmere), Wairewa (Lake Forsyth) and Te Whakaraupo (Lyttelton Harbour).

By the early 1850s, almost all land in this area had been bought by European settlers for large sheep runs. The settlers drained the swampy land and established themselves on the slightly raised levees to provide some protection from floods. The Halswell area contributed timber and rock for construction, flax for fibre and a good proportion of the potatoes, onions, meat, vegetables, grains, cheese and milk for the City. A number of factories associated with these industries were established in the area. Many of the existing streets are named after these early settlers and founders of local industry.

Early townships were established at Halswell, Hornby, Islington and Sockburn. The Halswell area was attractive due to its fertile soils, the availability of timber and rock in the nearby hills and its location en route to the Peninsula.

Halswell was originally part of the Heathcote Road Board in 1864, becoming an independent board in 1876. In 1911, it became a county under the Counties Act and was made part of the Paparua County in 1968. The physical detachment of Halswell from urban Christchurch, along with its fertile soil, made it a popular area for self-sufficient religious orders such as Mount Magdala and the Carmelite Monastery (still located on Halswell Road). Social services such as mental health care (Sunnyside, later Hillmorton Hospital) and orphan care (St Josephs orphanage) were also located there.

Hornby was originally a farming settlement that grew up round the South Island Main Truck Railway Line. The residential suburbs of Hornby were initially slow to develop and the focus soon changed to industry, particularly with the establishment of the freezing works in 1896. In the 1920s, industry expanded along the south railway line, creating a ribbon of industrial works and warehousing between Addington and Islington.



Halswell Quarry 1928, Source: (Canterbury Museum 1987.42.1).



Islington Freezing Works, (Wright collection, Canterbury Historical Association Collection, Canterbury Museum 2000.198.234).

## Settlement and Development

Hornby became a Country Town within the Paparua District in 1953, with a population of 2,500, and Sockburn soon followed in 1956. The first Paparua District Scheme in 1961 included planning for large-scale industrial expansion in Sockburn and Hornby, as far out as Wigram Road.

This was a deliberate effort by planners to confine industry to areas remote from the City's commercial centre and separate from residential areas.

Land within the study area was governed by the Paparua County Council under a two-tier system of local government until 1989, when New Zealand's local government structure was changed. The Paparua County Council formed the first tier and co-ordinated projects relating to the county as a whole.

The District Community Councils of Hornby, Sockburn and Halswell and the Rural District Council formed the second tier, but were largely independent and carried out their own works programmes. Large tracts of state houses, often including local shopping centres, were built in Hoon Hay and Hornby after World War II, and the Housing Division of the Ministry of Works undertook much of the major suburban expansion of Christchurch in the 1950s and 60s. It was not until the 1960s that private developers started to play a significant role in the residential expansion of the City.

South-West Christchurch experienced a major surge of low-density Greenfield development between 1996 and 2006. Over this period the resident population of the South-West increased by 13.6%, higher than the Christchurch City average of 10.1%. This population increase was caused by the rezoning of large areas of land from rural to residential, predominantly in the areas of Wigram and Halswell (Figure 4).

Large areas on the Port Hills were also rezoned, including the Cashmere Worsleys Valley and Kennedys Bush. Two areas also were signalled as being potentially suitable for future urban development, known as Special Purpose South Halswell Zone (approximately 60 hectares) and Special Purpose Awatea Zone (approximately 200 hectares).

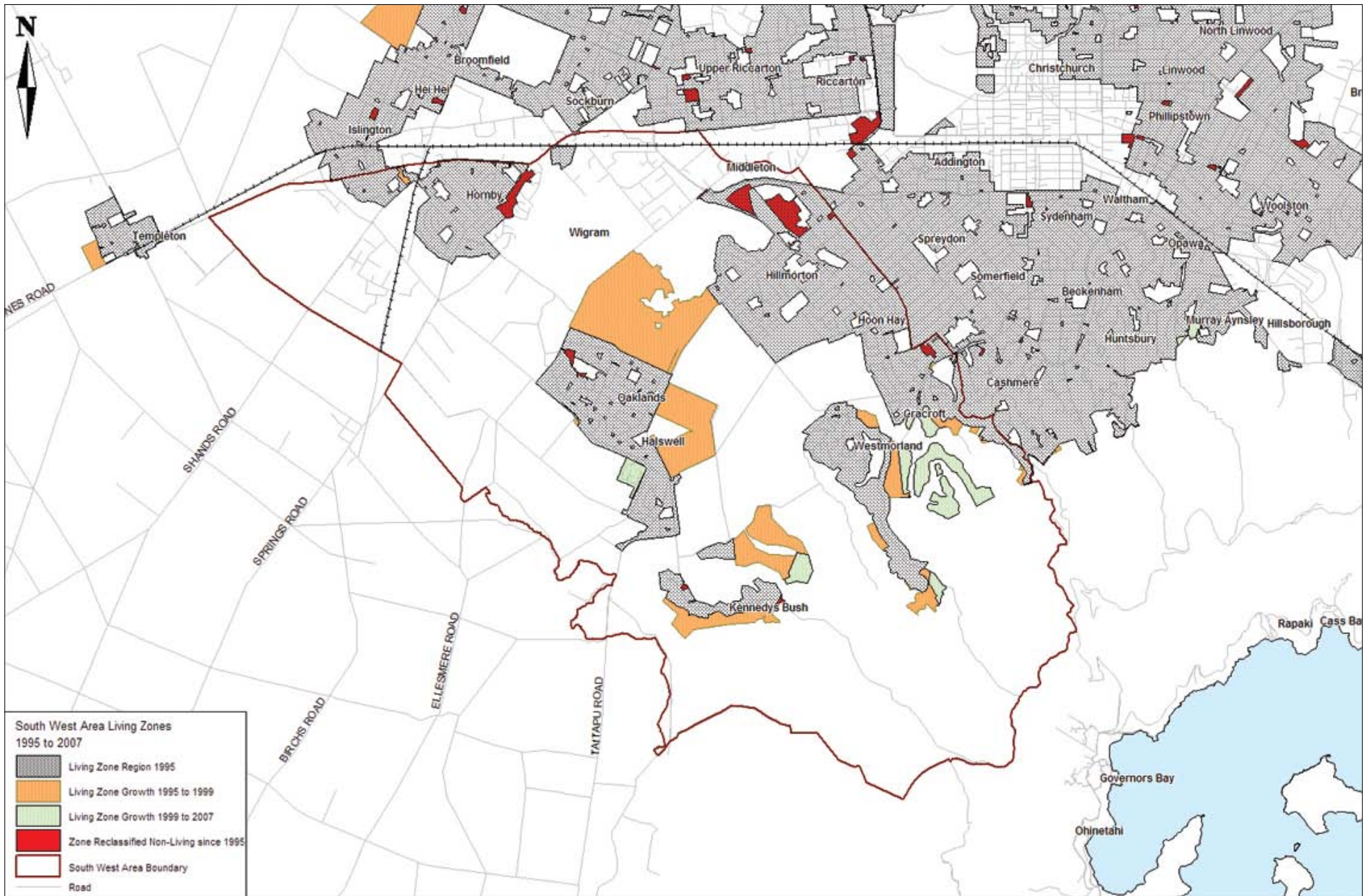


Figure 4: Living Zones 1995 to 2007.

## Current Land Use

*Forming the western edge of Christchurch City, the land-use changes from residential in the east to rural in the west, defining the City's boundary with the Selwyn District.*

Approximately 60% of the study area remains rural, and has been farmed since the mid 19th century. There are areas of larger land holdings (15 hectares or more), though the predominant rural land pattern is smaller land holdings of between four hectares and ten hectares.

The rural areas contain an eclectic mix of rural activity. The larger land areas support activities such as dairy and deer farming, forestry (on the Port Hills only), stud farms and viticulture. Smaller land holdings support activities such as grazing (sheep, cattle and horses), crops and produce growing, nurseries, orchards, firewood production, flower and market gardens.

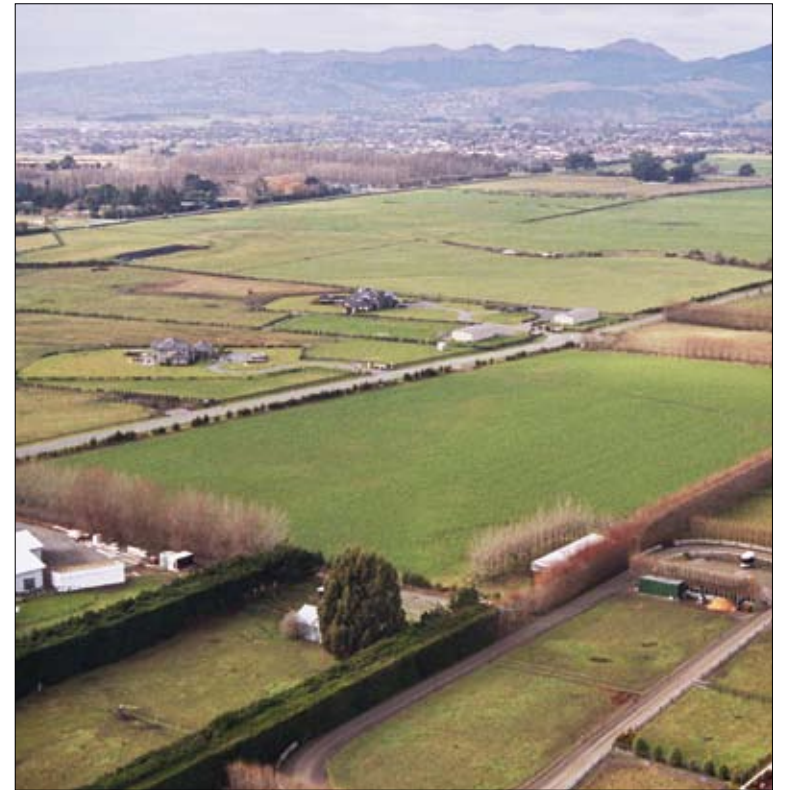
A further 25% of the study area is residential and contains the suburbs of Halswell, Hillmorton, Hoon Hay, Hornby, Oaklands, Wigram, Westlake and Westmorland. District centres at Halswell and Hornby include shopping centres and local community facilities such as libraries. A number of smaller local shopping centres, such as Hoon Hay, are also located throughout the area. Two secondary schools (Hillmorton High School and Canterbury Christian College) and nine primary schools are located within the study area. The area supports a range of sport and recreation clubs and facilities, including Halswell Aquatic Centre, Halswell Domain, Hoon Hay Park, Pioneer Leisure Centre, Spreydon Domain, Warren Park and Westlake Reserve.

Industrial land in Hornby, Middleton, Sockburn and parts of Wigram are clustered around the main transport linkages and comprise approximately 14% of the study area. The Main Trunk Railway Line provides an important link to the Port of Lyttelton.

The Southern Motorway, Blenheim Road and Main South Road provide access to the Central City, Christchurch International Airport and the rest of the South Island. Lincoln Road/Halswell Road connect the southern part of the study area with the Central City and Banks Peninsula. The South-West is well serviced by public transport, with 14 bus routes accessible across the study area.



View of existing residential suburb in Halswell.



View of rural land from springs Road looking South.

# Land-Use Constraints

*Further urbanisation of South-West Christchurch is not significantly constrained by natural or physical factors.*

Land-use constraints are factors that limit or constrain use and, therefore, determine how land can be used. Three types of land-use constraints have been identified: 'Critical', 'Transferable' and 'Negotiable'.

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

- high ecological value;
- outstanding natural features and landscapes;
- high risk of groundwater contamination;
- high flood risk;
- land set aside for flood mitigation;
- hazardous waste dumps and contaminated sites;
- significant sites to Tangata Whenua;
- historic and heritage value; and
- strategic assets of national and regional significance.

The extent and location of these critical constraints affect land-use in the South-West, but will not significantly limit urban growth in the area.

Transferable constraints are land-use constraints that can be moved to other locations (i.e. they are not specific to their current location). In the South-West established agricultural and horticultural uses and the Carrs Road Go-Karting facility are in this category.

Negotiable constraints are land-use constraints whose effects can be mitigated and the loss of them accepted when balanced against other competing needs. South-West examples include versatile soils, low risk hazard areas, rural character and infrastructure. Transferable and Negotiable constraints will not significantly limit urban growth in the area, however, infrastructure constraints do affect the timing of land development.



## Demographic Profile

*South-West Christchurch's population will double over the next 35 years and the needs of the community will change with an ageing and more ethnically diverse population.*

The South-West area has a current resident population of approximately 35,000 comprising 13,000 households (2006 Census).

The South-West's demographic profile and population trends are similar to the rest of Christchurch. However, compared with other parts of Christchurch, the area's population has grown at a slightly faster rate, is less ethnically diverse, has a higher proportion of children, and a lower proportion of older residents. There is a mixture of both high and low deprivation areas within South-West Christchurch. The dominant household type is a couple with children, although the average household size has declined steadily during the past two decades from 2.9 in 1991 to 2.6 in 2006.

The population of the area will continue to grow in the coming years and is projected to exceed 65,000 by 2041. Over the same period, the average household size is projected to continue to decline. The South-West, like the rest of Christchurch, will experience significant growth in groups aged 65 and older, associated with a nationwide reduction in mortality and fertility rate. Ethnic diversity is expected to increase as the Māori, Polynesian and Asian populations grow relative to the European population.

The future demographic profile of South-West Christchurch has a number of implications for the provision of local services and infrastructure. Planning and provision need to address issues associated with increasing population density, population ageing and growing diversity. The population demographics and trends require regular monitoring to ensure the provision of services and infrastructure is responsive to the needs of the community.

# Key Issues



## **Water Environment**

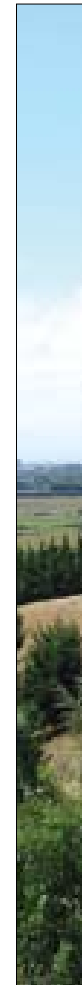
Improving water quality and managing flooding are central to the sustainable management of the Heathcote and Halswell River catchments. Development and intensification of land use from rural to urban affects surface water quality and quantity. Impervious (sealed) surfaces and channelling of water that would otherwise pond increase the rate of stormwater runoff into drains and rivers. Contaminants in the water change from those produced by rural activities (such as nitrates) to those from urban activities (such as heavy metals). Development disturbs the soil and increases soil erosion into waterways. These effects can increase the risk of flooding, reduce the natural values of waterways and pose threats to human health, for example from swimming.

Much of the aquifer providing Christchurch's untreated drinking supply flows under the South-West. For the most part, a confining layer of soils and natural upward pressure prevents contaminants from leaching into the groundwater. Generally, the intensification of urban development is not considered a significant risk to groundwater quality. Some areas are more vulnerable to contamination, where the groundwater is near the surface and not as confined. Restricting high-risk activities, such as industrial development, and ensuring the ongoing close management of land-use activities are necessary in vulnerable areas.



## **Ecology**

The majority of habitats in the South-West are highly modified and show evidence of degradation by existing land uses. Indigenous vegetation is fragmented and reduced to remnant patches. Preserving the remaining indigenous areas is necessary to initiate the process of habitat restoration. Maintaining and enhancing habitats along migration routes (including between Lake Ellesmere/Te Waihora and the Estuary/Ihutai, from the Port Hills to the Canterbury Plains, Heathcote River/Ōpawaho and Halswell River/Hurutini) is critical to improving diversity and populations of indigenous species. Maintaining waterways in a natural state and controlling the discharge of stormwater run-off is also fundamental to sustaining and restoring aquatic biodiversity. Habitats need to be adequately sized, spaced and connected and, ideally, built on existing natural features and remnant patches of indigenous vegetation. Habitat restoration is a long-term goal, requiring ongoing management, including weed management, and the participation and encouragement of developers and residents.



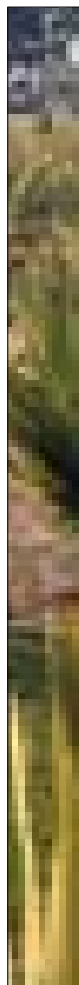
## **Landscape**

Urban and rural land-use activities have altered the natural character of the landscape and in some instances, degraded the unique identity of the South-West created by indigenous vegetation, waterways, old river terraces and the views of the Port Hills. New subdivisions often strip much of the existing vegetation cover, level natural landforms and introduce new landscaping that is neither appropriate nor respectful of the local character. Lifestyle blocks on the fringes of the urban area and with tenuous links to the productive use of the land, are also creating their own type of rural character through the introduction of more urban elements. It is important that vulnerable landscape aspects are protected, maintained and enhanced. The use of local landscape features to shape new developments help distinguish one area from another and maintain the integrity of the landscape.



### **Open Space**

Urban development increases the pressure on the existing open space network, requiring the provision of new parks and reserves and the redevelopment of existing ones. The type and location of open space need to respond to changes in the population structure, in particular the ageing population's recreational and leisure patterns. A diverse, attractive and well-connected network of parks and reserves is also needed to help balance the effects of urban development. The quality of its parks, open space and waterways in South-West Christchurch may define the quality of life for its residents. It is important that sufficient land is protected for open space purposes and that the community's desires are well understood as it is developed.



### **Tangata Whenua Values**

Understanding the relationship of Māori with their ancestral lands, water, sites, waahi tapu and other taonga, their culture and traditions, and how to actively recognise these values, is an ongoing and challenging journey. The Council must develop methods to ensure tangata whenua values are embraced by all those involved in the development of the South-West. Ngāi Tahu rūnanga have been involved in the development of the Area Plan. Building on this existing partnership is fundamental to embracing, enhancing and transmitting cultural values as the area is developed.



### **European Cultural Heritage Values**

Protection is not provided for a number of unique and notable heritage places located in the South-West. Many of the unique and notable examples of European heritage are not in a setting that is accessible to the community. A setting gives heritage context and helps with interpretation. People need physical access to engage with history and deepen their connection and understanding. Land owners and developers are not always sure or supportive of the heritage protection process. Recognising the importance of heritage and ensuring the conservation of places takes time, commitment and resources. The pressing issues for heritage conservation are raising awareness to encourage the community and land developers to appreciate the importance of the past; securing the long-term protection of heritage places; and incorporating heritage into urban developments.

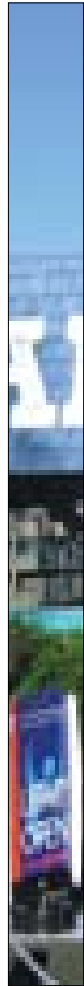
# Key Issues



## **Residential Neighbourhoods**

Christchurch, including the South-West, has examples of both good and bad neighbourhood design. Poorer examples have resulted in the segregation of neighbourhoods and reduced accessibility to community facilities and services. This has restricted the ability of residents to walk, cycle or drive from one area to another without obstacles, whether these are physical or psychological. Recent housing development in the area has been predominantly designed to cater for large families on moderate to high incomes. As the population increases, and composition of the community changes, a variety of house types, sizes and prices will be needed.

Some existing residential neighbourhoods require renewal to improve safety, encourage investment and promote community pride in the neighbourhood.



## **Community Facilities and Services**

A number of existing South-West community facilities and services are approaching maximum capacity and others are nearing the end of their operational life, becoming too small or run down. Significant population growth in the South-West area increases the need for new and improved community facilities and services. Provision for community services and facilities needs to be made within new neighbourhoods and be accessible to people by a variety of transport modes. There is a range of community service providers and it is important they work together to reduce unnecessary competition and achieve efficiencies in land use and funding. Ongoing awareness of community needs is critical to ensure the right facilities and services are provided in time and in the right locations.



## **Business Land**

Land must be set aside for the variety of business areas that will be needed in the South-West to support future commercial and employment needs and to support residential growth. Forecasts indicate that economic growth in most business sectors will continue and new business areas will be needed. Further analysis is required to provide more concise direction on the growth of existing business centres and scale of new business areas. New business areas need to be carefully planned and designed to integrate with the surrounding land uses; be accessible by car, foot, cycle and bus; and minimise their environmental impact, especially on adjoining residential areas. The form of buildings must integrate with the overall urban fabric and be adaptable to house a range of business and other uses over time. Buildings that are designed to last are inherently more sustainable than those which have a short anticipated lifespan and are difficult to adapt to changing uses.



### **Rural Land**

Future land-use choices become extremely limited once rural land is subdivided into smaller rural land holdings and developed for predominantly lifestyle purposes. Unchecked urban sprawl reduces the availability of versatile soils and can create incompatibilities with rural operations. Rural land is the 'stock' available for future generations to meet their needs, including food production. The introduction of urban elements into the countryside blurs the definition of the city boundary and introduces a character that is out of place in a working rural environment. Maintaining the integrity, character and amenity of the rural area increases in importance as the South-West becomes more urbanised.



### **Transportation**

Fuel insecurity and rising costs of oil increase the urgency to provide communities with cheaper, more energy-efficient transportation choices. The roading network needs to be upgraded and extended to provide access into new growth areas, provide for the efficient movement of people, goods and freight, and ensure safety standards are maintained. Increasingly however, urban planning must incorporate designs that influence changes in travel behaviour, thereby reducing the demand for new roads or increased road capacity. Transportation choices influence the levels of activity, noise, pollution, safety, amenity and, consequentially, human health. To achieve a quality transport system it must be designed and constructed to give priority to active and energy efficient ways of travel, such as walking, cycling and public transport.



### **Infrastructure**

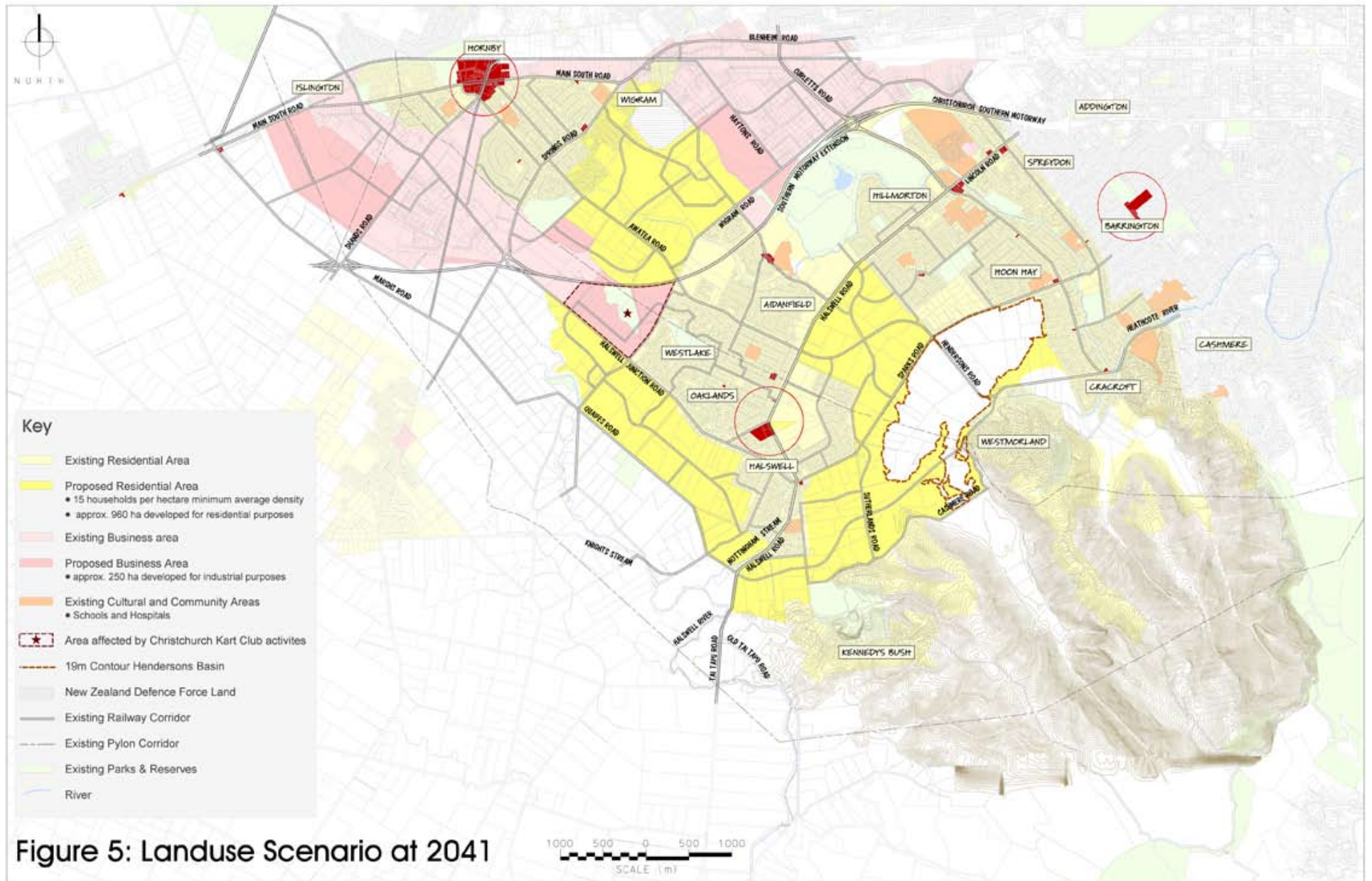
The South-West is a major part of the citywide infrastructure networks and the efficiency with which the area functions has major implications for the entire system. The significant planning, construction, time and cost involved in infrastructure provision demands a long-term view and careful coordination with subdivision, development and land-use management. New infrastructure needs to be resource-efficient in terms of water, energy use and materials. Infrastructure providers, business and residential communities must be committed to achieving higher standards of infrastructure delivery and greater efficiency of use if tangible improvements to the environment are to be achieved.

# Land-Use Assumptions

The extent of residential development depicted in this Area Plan is based on the household distribution and densities promoted under the Greater Christchurch Urban Development Strategy (UDS); and achieving consistency with the urban growth objectives and policies under the Christchurch City Plan. The UDS adopts the medium to high household growth projections for a 35 year period (2007-2041) and promotes a household distribution where 60 percent of new development occurs in existing urban areas and 40 percent is accommodated in new Greenfield areas.

South-West Christchurch is signalled to provide for a large proportion of the Greenfield growth due to the area's ability to be serviced by existing and planned improvements to infrastructure under the Long Term Council Community Plan. Some 10,000 households are signalled to be required in the South-West to provide for anticipated growth to 2041. Other assumptions that underpin the extent and pattern of land-use activity depicted in the Area Plan are as follows:

- i. The land areas signalled for urbanisation are free from known land development constraints.
- ii. The land requirement to accommodate 10,000 new households correlates to approximately 660 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 the UDS as a critical target for residential density in Greenfield areas if consolidation growth objectives are to be achieved. The net area includes land for, or which could be:
  - residential purposes, including all open space and on-site parking associated with residential development;
  - local roads and road corridors, including pedestrian and cycle ways, but excluding State Highways and major arterial roads;
  - local (neighbourhood) reserves; but excludes land that is
  - stormwater retention and treatment areas;
  - geotechnically constrained (such as land subject to subsidence or inundation);
  - set aside to protect significant ecological, cultural, heritage or landscape values;
  - set aside for esplanade reserves or access strips that form part of a larger regional or sub-regional reserve network;
  - identified for commercial or business use, or for schools, hospitals or other district, regional or sub-regional facilities.
- iii. The Christchurch City Plan requires urban development to be contained within a well defined boundary. The Area Plan urban boundary takes the form of natural or physical features, including future arterial roads (namely Quaifes Road and the potential extension of the Christchurch Southern Motorway), Knights Stream, and required stormwater management facilities. The land area that is provided for under the Area Plan is larger than the land area promoted under the UDS to accommodate the household yield in South-West Christchurch. The additional land area provided for in the Area Plan is able to be serviced by existing and planned infrastructure, located within a well-defined urban boundary and will achieve a consolidated urban form.
- iv. Future residential development on the hills beyond that zoned in the City Plan is limited due to servicing and resource management constraints.
- v. New business areas are extensions of existing business areas and are suitable for development due to their accessibility to the airport, port and other supporting centres via major transportation routes including the Main South railway line and the Christchurch Southern Motorway.
- vi. Rural zoned land is able to be subdivided to four hectare minimum area allotments, as permitted under the Christchurch City Plan.
- vii. Rural-residential development is limited to existing allotments less than four hectares and no new rural-residential development is provided for due to uncertainties with regard to servicing and resource management limitations.
- viii. The area of proposed residential development shown around the periphery of Hendersons Basin is based on the 19 metre contour which is deemed to be the extent of the 200 year flood level. It is assumed that the level of flood risk beyond the 200 year flood level is acceptable, however future land development proposals will need to further assess the level of risk from flooding.
- ix. The development of business (industrial) activity around Carrs Reserve is based on the assumption that the Christchurch Kart Club activity is not able to be relocated. An alternative location may be secured for the Kart Club prior to the development of the land. Should planning approval be obtained in sufficient time, it is likely that the subject land will be reconsidered for residential use.









# Part C | The Plan

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## VISION: South-West Christchurch is a unique and prosperous environment, where nature and people interact and thrive.

By 2041, the South-West has grown to accommodate around 12,000 new households, supported by existing and new centres, high quality business environments and employment opportunities.

New neighbourhoods have developed around an extensive open space network built on the existing natural values, providing recreation opportunities and facilitating ease of movement across the area.

Existing neighbourhoods of high need have been improved to strengthen communities.

The uniqueness of the area is celebrated through restored habitats, and the recognition of tangata whenua values, and incorporates landscape features and European heritage into urban development and public open space.

Neighbourhoods are supported by a range of services and facilities designed to support the changing needs of the community and achieve social and community integration.

People choose active and energy efficient ways of travel. Streets are valued not only for the movement of pedestrians, cycles and vehicles, but as quality open space that defines the character of South-West Christchurch.

Rural land is productively used to support the local economy.

Infrastructure and services are designed, constructed and managed to be resilient and adaptable to unpredictable factors such as climate change, the global economy, and energy supply.



*Figure 6:* New neighbourhoods developed around an extensive open space network and restored habitats.

## The goals to achieve this vision are:

01. Provide a high-quality naturalised water environment, connected across the South-West.
02. Establish a variety of indigenous forest and wetland habitats, connected by ecological corridors.
03. Incorporate local landscape features into urban development and public open space to maintain landscape character.
04. Develop a diverse, connected and attractive public open space network that encourages use and enjoyment.
05. Actively protect and restore values significant to tangata whenua, both historic and contemporary.
06. Conserve and protect European and other emerging cultural heritage values.
07. Create safe and well-designed residential neighbourhoods providing a balanced range of housing.
08. Support communities with a range of accessible facilities and services and encourage social interaction and healthy lifestyles.
09. Provide high quality business environments that are resource efficient, diverse and support the local economy.
10. Maintain the versatility, function and character of rural land.
11. Provide a transportation system that gives priority to active and energy-efficient ways of travel and minimises its effects on the environment.
12. Co-ordinate incremental subdivision and building development with the provision of resource efficient infrastructure.
13. Engage the community and stakeholders throughout the development of the South-West.

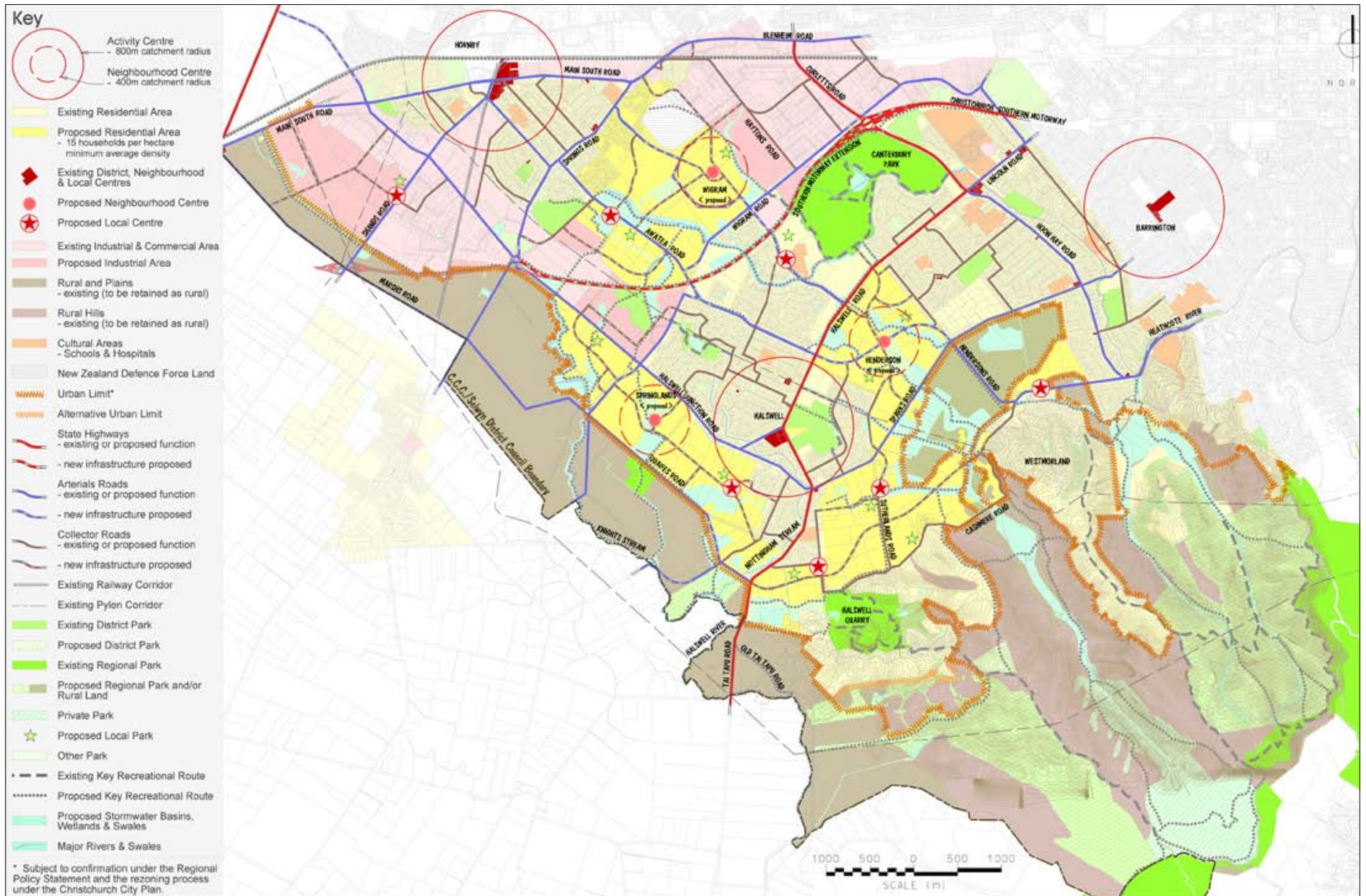


Figure 7: An integrated picture of the future land-use pattern as at 2041.

# Goal 1: Provide a high quality naturalised water environment, connected across the South-West.

South-West Christchurch is characterised by an extensive network of waterways and floodplains. The water environment is highly sensitive to the effects of land-use activities. Without good management, urbanisation can lead to an increased risk of sedimentation and pollution. Urbanisation also increases impervious (sealed) surfaces with more stormwater runoff, especially peak flows, and the associated problems of flooding. A further consequence of urban development is a reduction in surface water filtering down into groundwater, increasing the possibility of aquifer and spring depletion.

A well designed, maintained and naturalised stormwater network will replicate the natural environment, protect and improve water quality and quantity, manage flood risk, and maintain and improve natural habitats. A naturalised stormwater network includes use of a variety of stormwater mitigation facilities, including soil adsorption, sedimentation and detention basins, wet ponds, swales and wetlands, connected across the catchments and incorporating esplanade margins. This approach is distinct from the more traditional utility approach of pipes, concrete channels, boxed drains and pumping stations.

## Objective 1.1

Develop a naturalised stormwater network of soil adsorption, sedimentation and detention basins, wet ponds, swales and wetlands to treat and manage stormwater runoff from existing and new urban developments.

## Objective 1.2

Ensure stormwater mitigation facilities are established prior to building development within the contributing catchment.

## Objective 1.3

Site stormwater mitigation facilities to avoid interference with public water supply wells and unmanaged or contaminated fill sites.

## Objective 1.4

Use detention basins and soakage to ground to reduce flood risk and manage downstream flows during flood events.

## Objective 1.5

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

## Objective 1.6

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

## Objective 1.7

Maximise soakage to ground opportunities and pervious surfaces in new urban developments, including the road network, to increase groundwater recharge.

## Objective 1.8

Develop the naturalised stormwater network using large consolidated stormwater mitigation facilities, rather than a proliferation of smaller facilities.

## Objective 1.9

Establish riparian margins on both sides of stormwater mitigation facilities, rivers and streams to stabilise banks and provide planting, habitats and public access.

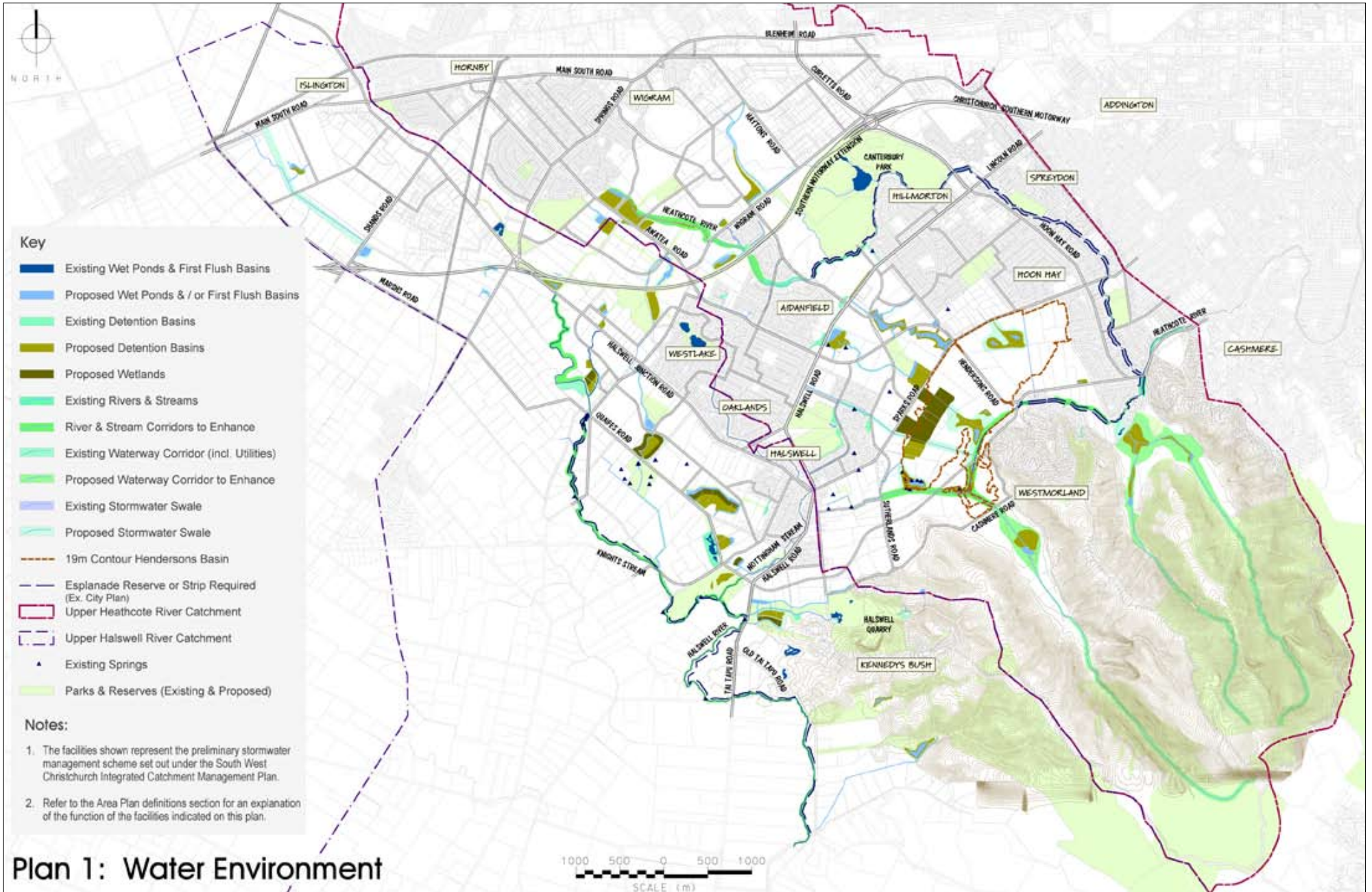
## Objective 1.10

Establish indigenous planting along riparian margins to stabilise banks and provide habitats.

## Objective 1.11

Encourage design methods in on-site developments that manages stormwater quality and quantity at source.

>> Plan 1 represents how these objectives will be achieved in the South-West.



## Goal 2: Establish a variety of indigenous forest and wetland habitats, connected by ecological corridors.

The natural environment of the South-West is highly modified. Prior to European settlement the area contained two broad habitat types. Dense bush covered the Port Hills, and wetland swamps dominated the Canterbury Plains. Land drainage and clearing of vegetation for farming and urban development have significantly altered the natural habitats and reduced the biodiversity of the area. Remnant habitats are fragmented, small and under constant pressure from land-use activities, which continue to affect the ability of indigenous forest and wetland species to inhabit the South-West.

Establishing a network of large and small habitats, connected by ecological corridors, supports natural ecosystems and improves indigenous species diversity. A variety of habitat types and sizes is needed. Large 'core habitats' can support greater species diversity, while small 'nodes' are more susceptible to disturbance and surrounding land-use activities. The primary function of core habitats is to improve the diversity and increase the population of indigenous species. Ecological corridors allow movement of species between areas of shelter and food. Establishing a connected network of habitats is most effective when incorporating existing remnant habitats and being located on species migration routes.

Objective 2.1  
Prioritise the protection and enhancement of existing indigenous habitats and species.

Objective 2.2  
Use a variety of plant species, including large indigenous forest species, in urban developments and public open space that provide food and shelter for indigenous wildlife.

Objective 2.3  
Establish habitats along species migration routes, particularly the Ellesmere/Te Waihora to Avon Heathcote Estuary/Te Ihutai flyway and seasonal bird migration between the Port Hills and Plains.

Objective 2.4  
Establish core indigenous forest and wetland habitats prior to urban development, particularly to provide for indigenous species.

Objective 2.5  
Ensure core habitats are designed, constructed and managed to meet their primary function of improving diversity and increasing indigenous species population.

Objective 2.6  
Establish, protect and maintain ecological corridors along waterways, particularly Cashmere Stream, Halswell River/Hurutini, Heathcote River/Ōpawaho, Knights Stream and Nottingham Stream.

Objective 2.7  
Create nodes along ecological corridors and between core indigenous forest and wetland habitats.

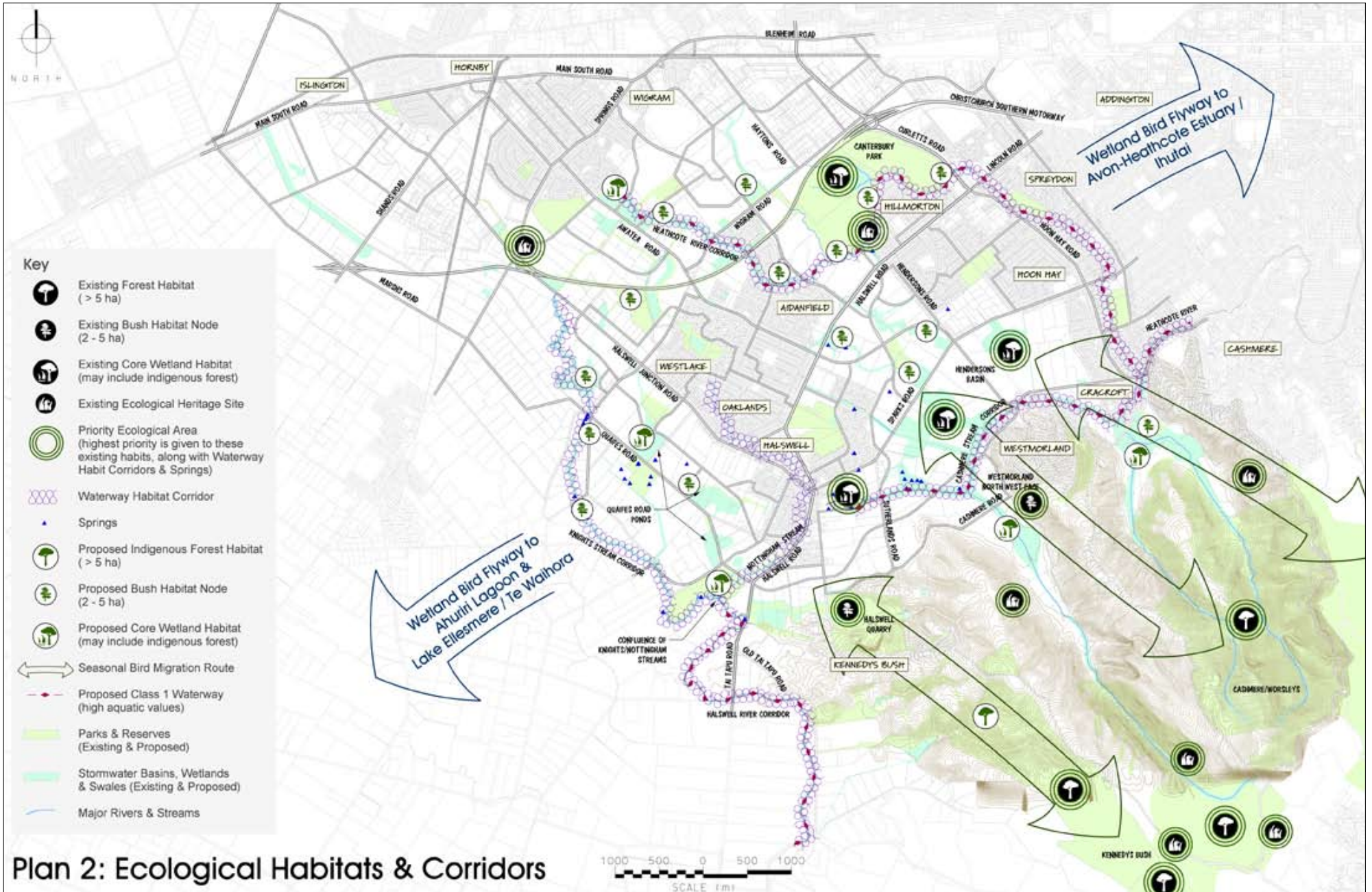
Objective 2.8  
Encourage interest in indigenous biodiversity within the urban environment.

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>> Plan 2 represents how these objectives will be achieved in the South-West.

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Plan 2: Ecological Habitats & Corridors

## Goal 3: Incorporate local landscape features into urban development and public open space to maintain landscape character.

Landscape provides significant character for the South-West. The landscape character is defined by the volcanic Port Hills, alluvial Canterbury Plains, old river terraces, waterways, wetlands and established vegetation. Natural land-cover has been modified by land use, to include established exotic species such as macrocarpa, shelterbelts and hedgerows. The resulting landscape is a complex mix of large and small features, indigenous and exotic vegetation, and urban and rural influences. This landscape is at further risk of degradation from urban development through land-use change that levels land form, removes vegetation cover and introduces elements to the landscape that do not reflect the local character.

Incorporating local landscape features into urban development will reinforce the distinct character of the South-West. Utilising and improving accessibility to the landscape enables communities to identify with the area and gain a sense of place. Communities can contribute to the character of the area through the plantings and landscaping of private open space.

### Objective 3.1

Incorporate existing landscape features, including remnant river terraces, waterways, shelterbelts, hedgerows, notable trees and landform into urban development and public open space.

### Objective 3.2

Protect spurs, ridgelines and skylines of the Port Hills beyond the urban limit from building and development.

### Objective 3.3

Create sight lines and protect views from the Canterbury Plains to the Port Hills and Southern Alps using road corridors, public open space, siting of buildings, height controls and installing utilities underground.

### Objective 3.4

Provide public access to locations where there are dominant views of landscapes and significant cultural and heritage landmarks.

### Objective 3.5

Define State Highway entry points into the City with planting, landscaping and artwork.

### Objective 3.6

Establish boulevard or avenue-style planting along State Highway, major and collector road corridors using tree species suitable to the landscape character of the South-West.

### Objective 3.7

Use and re-use locally sourced materials in urban development and public open space.

### Objective 3.8

Provide for the use and retention of exotic trees to create interest in the landscape, excluding those recognised as pest species.

### Objective 3.9

Promote the planting of indigenous species in private open space.

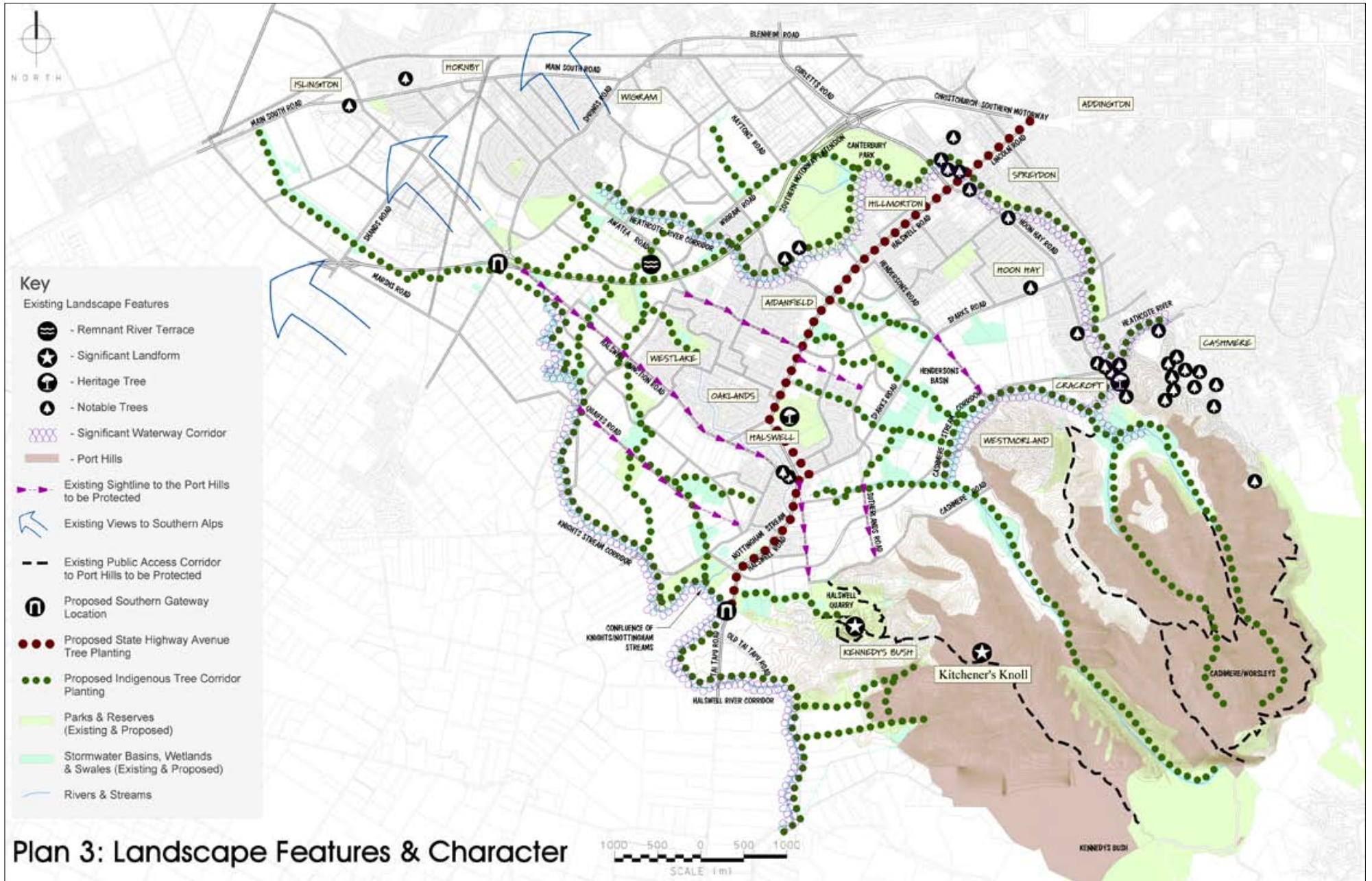
### Objective 3.10

Maintain landscape character through succession planting of prominent tree species, including large indigenous forest species.

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>> Plan 3 represents how these objectives will be achieved in the South-West.

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## Goal 4: Develop a diverse, connected and attractive public open space network that encourages use and enjoyment.

Public open spaces are central to a community's quality of life, creating focal points and providing areas for recreation and sport, learning and social interaction. The public open space network includes parks and reserves, waterways, public squares and streets. Integration of open space supports active transport, water management, biodiversity and helps protect heritage and cultural areas. The quality of these spaces is important to people's physical and mental health and helps balance the impacts of urbanisation. The South-West has a range of recreation, sports and conservation parks, and benefits from extensive areas of rural land that add a sense of open space. This will change as growing populations and urban development increase demand for, and place pressure on, these spaces, many of which are already at full capacity.

Connecting open space links neighbourhoods and enables the movement of people and fauna. Using open space for a variety of functions ensures an efficient use of public space and creates a range of experiences for communities to enjoy. This diversity helps provide for the needs and wants of local residents, as well as Christchurch residents and visitors. It is important that the open space network develops in a way that encourages use and enjoyment.

### **Objective 4.1**

Provide a diverse range of public open space across the South-West.

### **Objective 4.2**

Ensure sufficient public open space is available to meet local and metropolitan community needs.

### **Objective 4.3**

Ensure parks and reserves are well distributed, highly visible, accessible and designed to maximise use and enjoyment of all age groups.

### **Objective 4.4**

Create open space corridors to connect open space areas, Activity, Neighbourhood and Local Centres.

### **Objective 4.5**

Create attractive open spaces using a variety of plant species, including large indigenous forest species, and local landscape features.

### **Objective 4.6**

Incorporate heritage and areas of cultural significance into public open space.

### **Objective 4.7**

Establish parks and reserves alongside ecological corridors and the stormwater network.

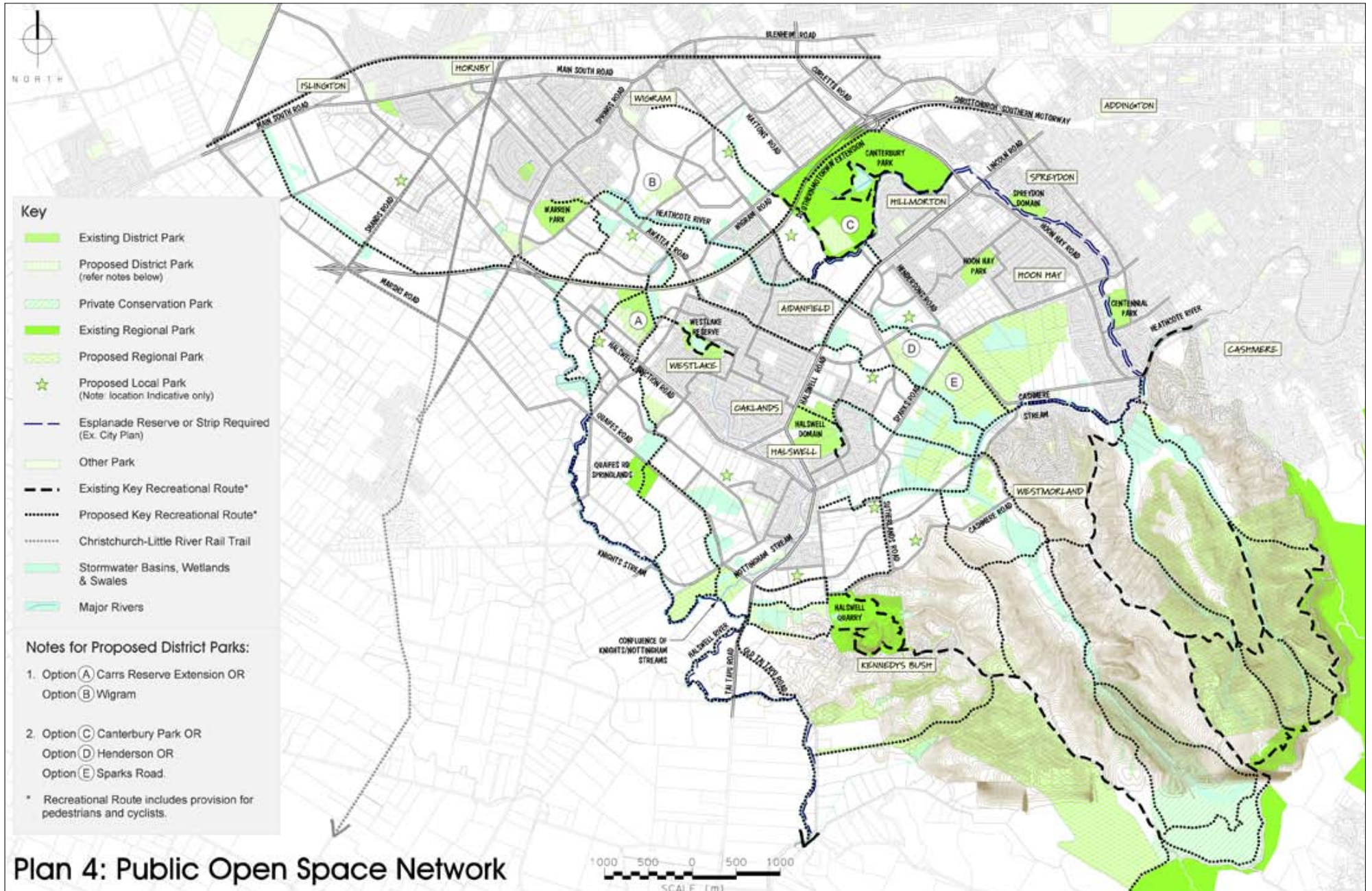
### **Objective 4.8**

Provide public open space in Activity Centres, and adjacent to Neighbourhood and Local Centres, that maximises social interaction.

### **Objective 4.9**

Create opportunities for community gardens within some parks and reserves.

>> Plan 4 represents how these objectives will be achieved in the South-West.



## Goal 5: Actively protect and restore values significant to tangata whenua, both historic and contemporary.

Tangata whenua have a long association with the South-West. Historic associations remain important to local hapū and rūnanga, especially those who continue to live in and use the area. Urbanisation has negatively affected the relationship of tangata whenua to the land, as a result of damage and modification of landscapes, natural resources and cultural sites.

Recognising and incorporating tangata whenua values into future development strengthens cultural identity and wellbeing. Opportunities exist across the South-West to reinforce and re-establish historic and contemporary connections with the land and taonga. Active protection, restoration and interpretation of cultural values require an ongoing and healthy relationship between local hapū and rūnanga, the Council, land developers and the local community to achieve tangible outcomes.

Objective 5.1  
Protect and enhance traditional and valued places (known and yet to be discovered), including mahinga kai sites.

Objective 5.2  
Use appropriate Māori names and associations for place, street, and park names.

Objective 5.3  
Restore indigenous flora and fauna, in particular in and around traditional mahinga kai sites.

Objective 5.4  
Represent historic and contemporary Māori culture in building design, artwork, furniture and interpretation materials in public open space.

Objective 5.5  
Protect and restore the Heathcote River/Ōpawaho and Halswell River/Hurutini and their catchments from contamination and sedimentation, particularly through the improved treatment of stormwater run-off.

Objective 5.6  
Protect and create a buffer zone around significant headwaters and springs feeding rivers.

Objective 5.7  
Develop and restore indigenous riparian, forest, grassland and wetland habitats.

Objective 5.8  
Provide for the cultural harvest and long-term utilisation of natural resources.

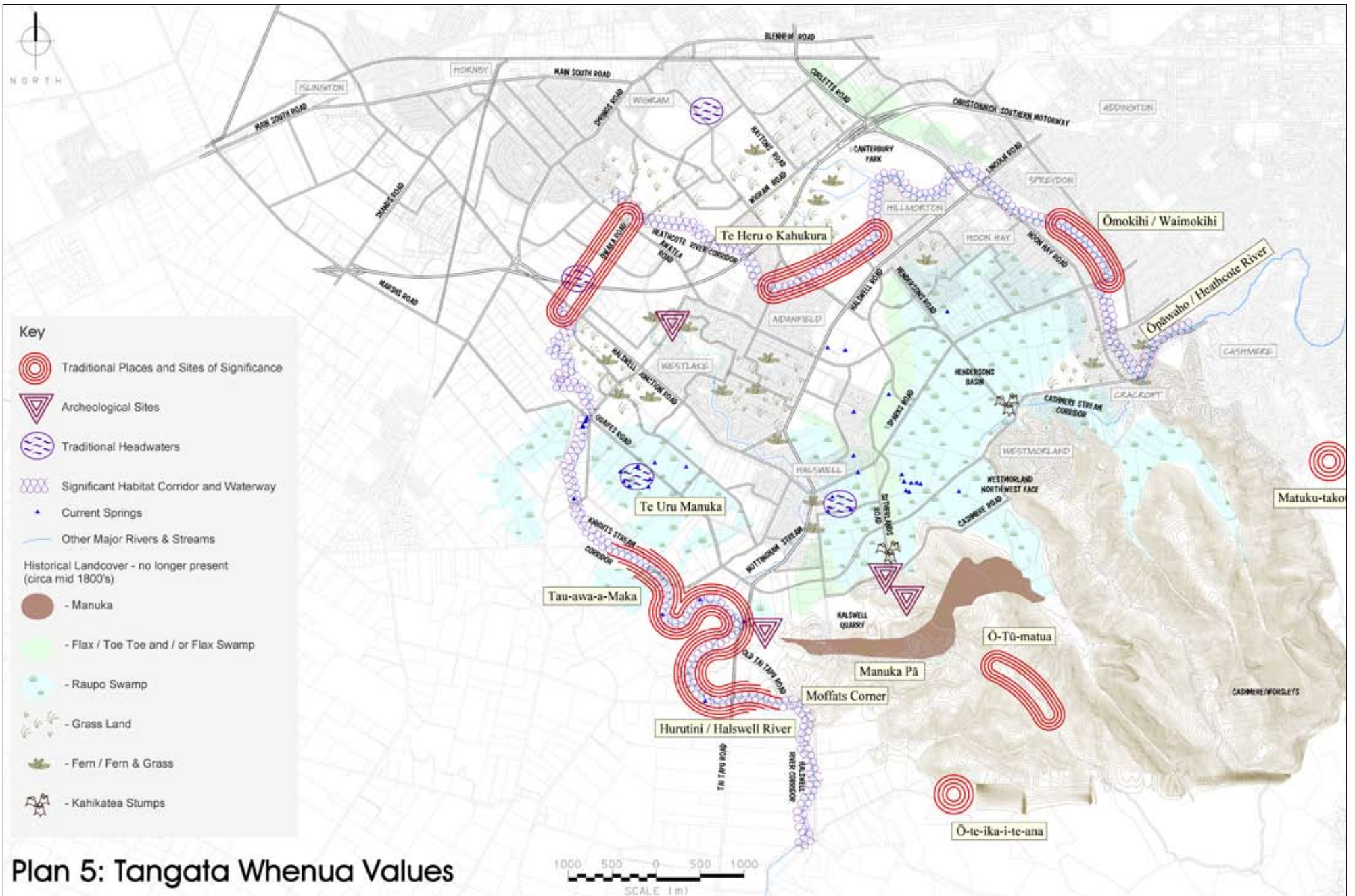
Objective 5.9  
Incorporate tangata whenua cultural practices and values into community activities and facilities.

Objective 5.10  
Involve hapū and 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.

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>> Plan 5 represents how these objectives will be achieved in the South-West.

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Plan 5: Tangata Whenua Values

## Goal 6: Conserve and protect European and other emerging cultural and heritage values.

The South-West is rich in European cultural heritage value. Heritage places date back to the first European settlement in Canterbury. A long history of changing land use has left markers of Christchurch's economic and social development in the area. The importance of these to the unique identity of the South-West needs to be recognised by communities to prevent the loss and degradation of heritage values through the process of urban development. Other cultures will create their own heritage associations with the area and these can also be recognised.

Protecting and conserving European heritage places and values maintain a connection to the past. Buildings and sites create interest in the landscape and provide a sense of place for communities. Conservation is the process of caring for a place of cultural value and can include adaptation of a place to another useful purpose. Making use of heritage buildings and places in urban development and public open space increases community awareness of their value and helps secure their retention.

Objective 6.1  
Identify and conserve places of heritage value and their settings, whether formally protected or not.

Objective 6.2  
Ensure continued use of heritage places, while maintaining heritage values and including adaptation where it is the only means of ensuring continued use.

Objective 6.3  
Ensure the location, design, scale and materials of development adjoining heritage places is subordinate and complementary to the heritage place and setting.

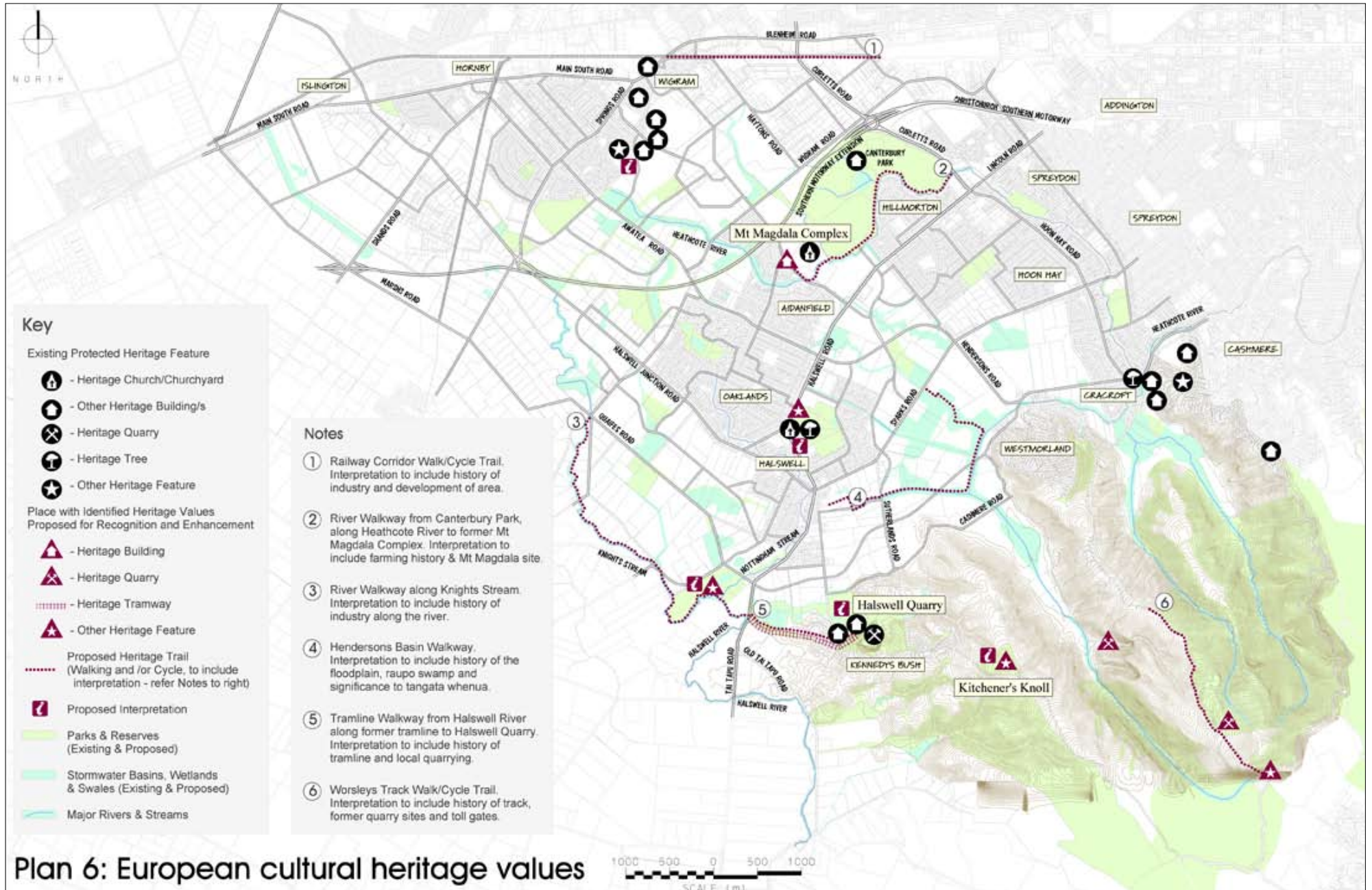
Objective 6.4  
Promote the recognition of traditional land activities and feature, including transportation networks.

Objective 6.5  
Increase community awareness of local heritage places, whether lost or existing, and the value of heritage through interpretation.

Objective 6.6  
Maintain community access to local heritage places.

>> Plan 6 represents how these objectives will be achieved in the South-West.





## Goal 7: Create safe and well-designed residential neighbourhoods providing quality housing and a variety of housing choice.

The quality of a person's neighbourhood and home contributes to their health and well-being. Well-designed neighbourhoods are safe and attractive places that are well connected, inclusive and accessible. They include a mix of compatible activities, including community facilities, mixed working and living areas and diversity of open space. Quality housing is designed for longevity, and is accessible and adaptable to provide for persons of all physical disabilities. Creating and improving neighbourhoods to bring people together in a quality urban environment strengthens community identity and pride.

Poorly planned neighbourhoods that turn their back on existing communities result in a lack of connectivity and segregate old and new residential areas. Disconnected neighbourhoods also reduce access to services and public transport, requiring dependence on the motor car to access community services and facilities.

Designing neighbourhoods around Activity, Neighbourhood and Local Centres enables residents to access services and facilities, without reliance on motor vehicles, and encourages community interaction. Providing a balance of quality housing in a variety of sizes, styles and tenures meets the needs of different households, including small and large families, older generations and a range of incomes.

Concentrating higher density housing around Activity and Neighbourhood Centres provides those locations with vitality and passive surveillance for safety. Higher-density housing can also be provided around public open space, ensuring better security for users and high-quality amenity for residents.

### Objective 7.1

Provide a variety of housing choice<sup>1</sup>, in terms of:

- detached and semi-detached houses, units and apartments;
- varied floor area and bedroom numbers; and
- catering for all incomes and life stages.

### Objective 7.2

Improve existing residential areas through urban renewal with priority given to areas of high need.

### Objective 7.3

Ensure higher density housing is located:

- adjacent to Activity and Neighbourhood Centres;
- near or overlooking public open space; and
- within approximately a six minute walking time from public transport.

<sup>1</sup> This is in line with target minimum net average density figures of 15 households per hectare required to be achieved in Greenfield areas, as set out in the Greater Christchurch Urban Development Strategy.

### Objective 7.4

Ensure new housing is integrated and connected with existing neighbourhoods to minimise segregation within the community.

### Objective 7.5

Apply 'Crime Prevention Through Environmental Design' (CPTED) principles in neighbourhood and housing design.

### Objective 7.6

Ensure neighbourhood and housing design provides for equal accessibility to residents of all abilities.

### Objective 7.7

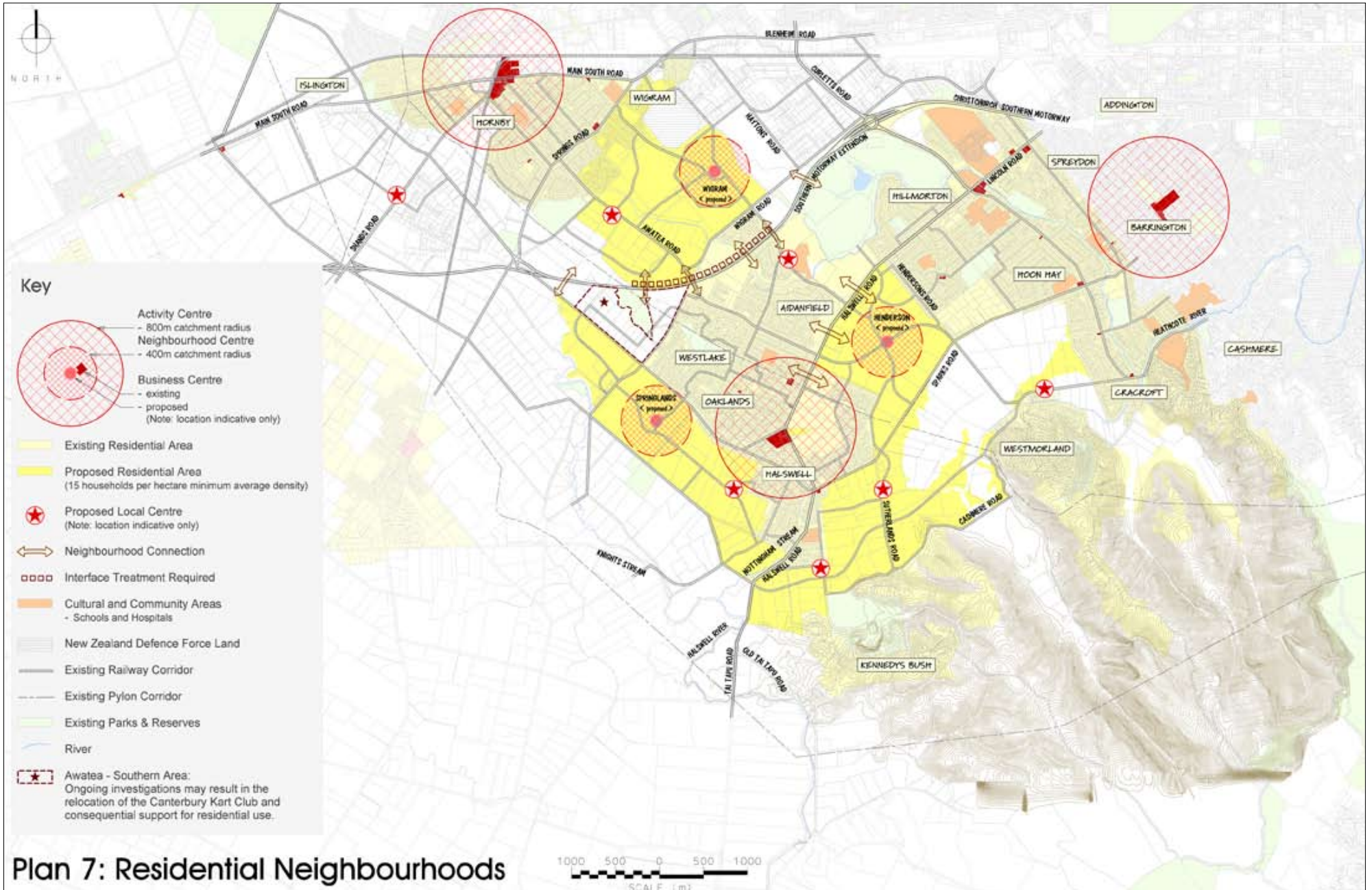
Encourage sustainable site and building location and design to maximise energy and water efficiency.

### Objective 7.8

Contribute to a high quality residential streetscape by:

- orientating houses to relate to the street and public open space;
- reducing the visible impact of garages and sealed surfaces; and
- minimising high and solid fencing along road boundaries, public open space and rural areas.

>> Plan 7 represents how these objectives will be achieved in the South-West.



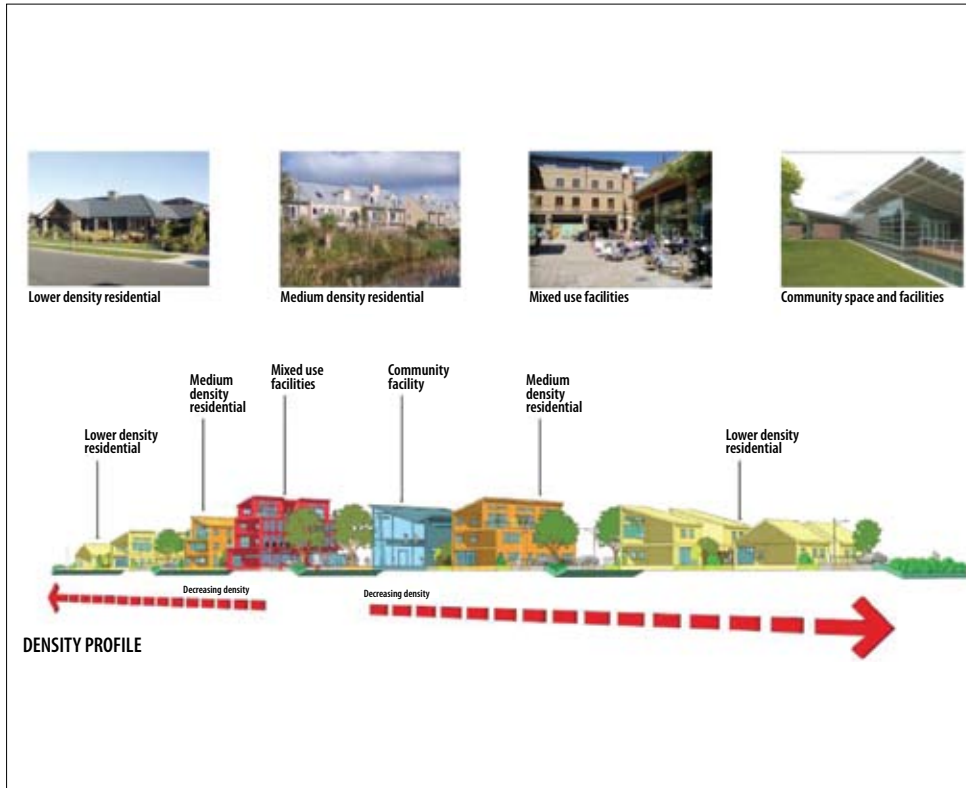


Figure 8: A Density Profile for a Typical Neighbourhood Centre.

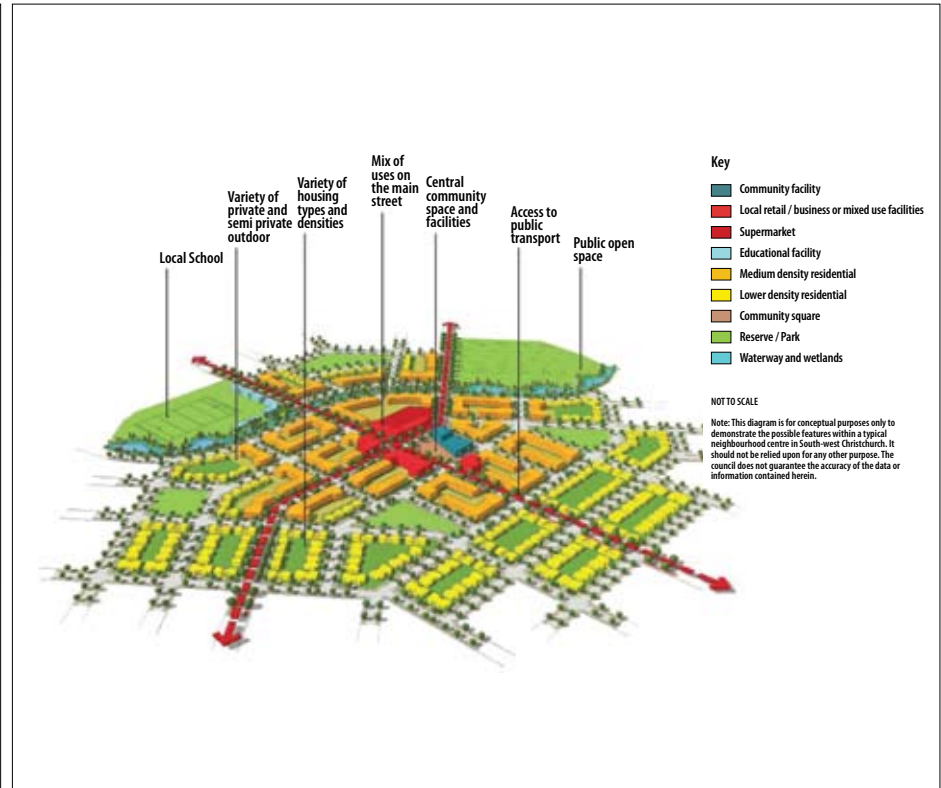


Figure 9: Urban form of a large-scale Neighbourhood Centre with surrounding higher-density residential housing.



Figure 10: Well connected and co-located community services and facilities.

## Goal 8: Support communities with a range of accessible facilities and services and encourage social interaction and healthy lifestyles.

Community facilities and services bring people together and contribute to the health and social wellbeing and health of the community. Strong communities need access to arts and culture, education, health services and recreation opportunities. Providing adequate space for community facilities and support for community services is critical to the functioning, strength and identity of an area. Established neighbourhoods in the South-West have some existing facilities and services, though many of these are already operating at capacity and are pressured by population growth. Other factors, such as an ageing population and increasing ethnic diversity, increase and change the demand for particular facilities and services.

Providing a range of facilities and services across the South-West ensures communities have what they need for a good quality of life. Existing provision needs to be expanded and new facilities and services created. Facilities need to be located to ensure they are readily accessible to all residents. Buildings need to be designed to maintain flexibility over time to respond to changing needs. The Council and other service providers need to work together to achieve an equitable and responsive network of facilities and services.

### Objective 8.1

Ensure a variety of accessible and affordable community facilities and services are provided across the South-West, including:

- a new aquatic facility;
- a new library;
- a Council Service Centre;
- sports grounds and facilities, including indoor and all-weather facilities;
- community and care centres;
- schools and learning centres;
- spiritual facilities;
- medical facilities and centres;
- community gardens; and
- recycle/reuse facilities.

### Objective 8.2

Provide sufficient land in or adjacent to Activity, Neighbourhood and Local Centres for community services and facilities.

### Objective 8.3

Ensure community facilities and services are of sufficient capacity to meet current and projected populations and changing demographics.

### Objective 8.4

Establish, or provide for, multi-purpose facilities that enable a range of community uses and services to co-locate.

### Objective 8.5

Ensure all community facilities, including sports and recreation facilities, are accessible by walking and cycle routes, and public transport.

### Objective 8.6

Ensure the location, design and scale of community facilities is appropriate to the neighbourhood.

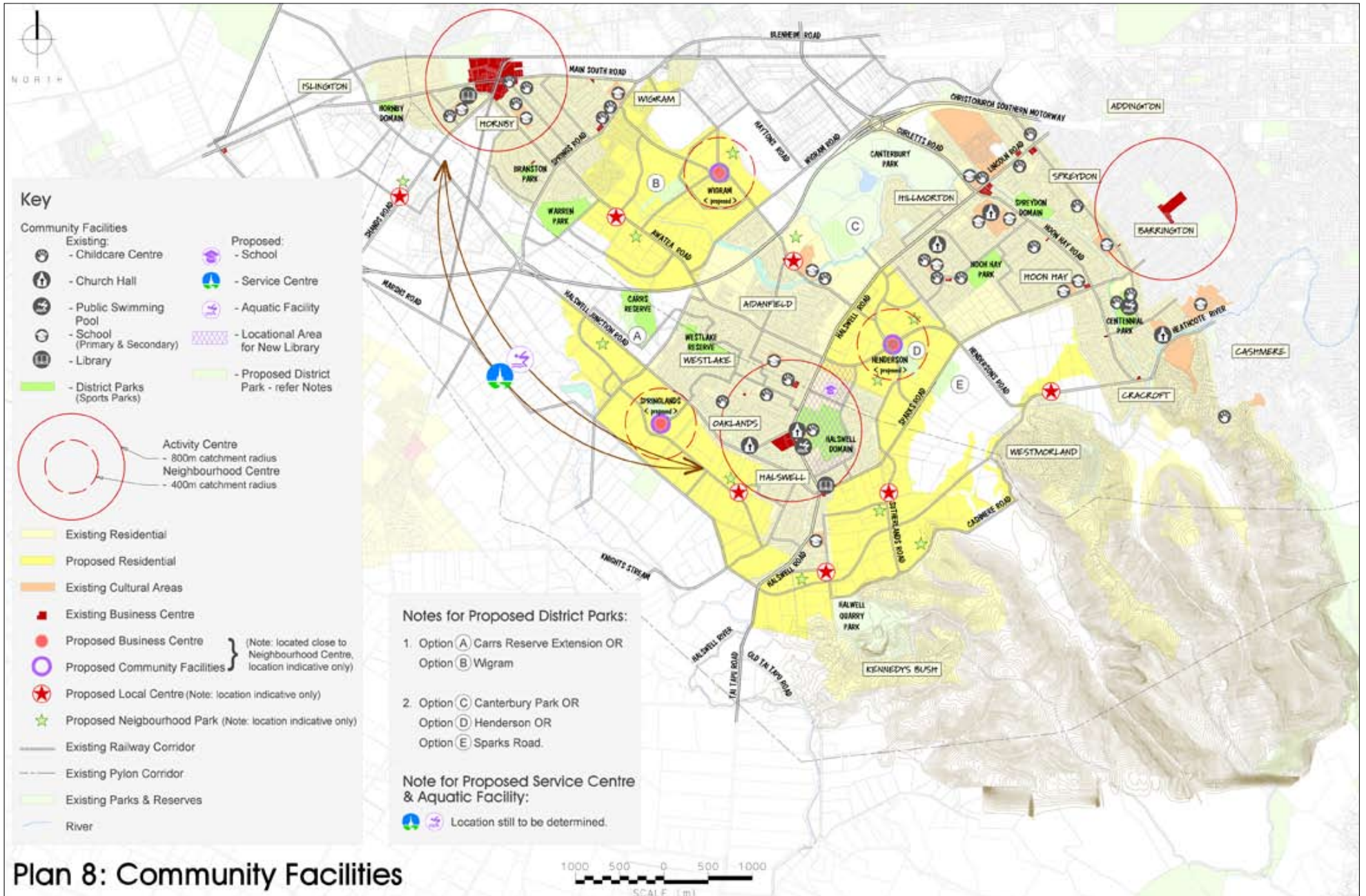
### Objective 8.7

Redevelop and promote the better utilisation of existing facilities to provide for existing communities and support neighbourhood renewal.

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>> Plan 8 represents how these objectives will be achieved in the South-West.

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## Goal 9: Provide business environments that are resource efficient, diverse and support the local economy and community.

High-quality business environments are critical in attracting business investment to support a thriving economy. A competitive economy is important for the economic development of the region, and to meet the growing demand for places of work, retail, community facilities and services. In the South-West, existing business centres need to be expanded, and new centres created, to meet demand and respond to changing market trends. Balancing the distribution and scale of these businesses across the area is central to achieving a healthy business environment.

Activity Centres (Hornby and Halswell) continue to be major clusters of commercial and retail businesses, co-located with community facilities and services. These centres are developed as transport hubs, providing for large-scale retail and to service the sub-regional catchment. Neighbourhood Centres, including new centres at Springlands, Hendersons and Wigram will support a smaller catchment and may include a small supermarket, small-scale retail, and community facilities and services. They are located on major roads and along public transport routes. Local Centres within residential areas will cluster a few small business opportunities that support their immediate neighbourhood. These will be located to provide for communities not within walking distance of Activity or Neighbourhood Centres.

As well as retail and commercial centres the South-West has a large industrial sector which is expected to be redeveloped and expanded to meet future demand. To be successful, industrial businesses need efficient transport links that are appropriate to the scale and type of development. The South-West is well located on major transportation routes to the north, south and west, including direct links to Christchurch International Airport and the Port of Lyttelton. Connections from existing and future business areas to the strategic transport network will need to be managed and improved, in particular at key intersections. Achieving good accessibility between business and residential areas is also important to support the local labour market and encourage business growth.

Industrial areas benefit from being closely located to other allied or supporting industries, as transport costs are reduced and networks are more easily established with suppliers and buyers. Good access to community and retail activities also helps service the needs of employees and can reduce car trips.

Business areas should be designed based on the functional requirements of the core activities being provided for. Areas must also be developed in a manner that is appropriate to the character of the surrounding locality, primarily in terms of height, scale and building design. Providing high-quality business environments in suitable locations supports the sub-region's economic competitiveness. Quality business environments encourage high value and resource efficient businesses to establish in the area. They are good places to work in and live near, and benefit the community through investment and job creation.





Figure 11: High Quality Industrial Streetscape.

Objective 9.1

Redevelop and promote the better utilisation of existing business land.

Objective 9.2

Provide appropriately sited business land to meet long-term growth in demand.

Objective 9.3

Provide opportunities for mixed-use development.

Objective 9.4

Provide a range of building types within industrial areas to accommodate a diverse range of needs.

Objective 9.5

Encourage building design that facilitates conversion for different uses over time.

Objective 9.6

Ensure business areas are easily accessible by walking, cycling and public transport.

Objective 9.7

Locate new industrial zones in areas that:

- promote the efficient use of land and resources;
- avoid compromising residential amenity and local character;
- are adjacent to the strategic transport network.
- are accessible to and from residential areas; and
- are accessible to retail centres.

Objective 9.8

Create high-quality industrial areas through:

- the consideration of the core functional requirements of businesses in the layout and location of roads, accesses, cycleways, footpaths, parking, loading areas, waste management and storage areas, sections, public open space, and ancillary services;
- high-quality building design through architectural treatment of main elevations;
- active rooms positioned to the street to maximise passive surveillance;
- planting trees of a species, height and calibre to achieve a high quality landscape outcome and mitigate the adverse visual effects and scale of business activities;
- planting complementary tree species consistently along the street and within the frontage area of private properties;
- positioning security fencing to reduce the dominance on the streetscape and avoid compromising landscape areas;
- landscaping features that reflect the local cultural context and area character;
- landscaping in preference to sealed surfaces and solid fencing and walls along road boundaries;
- providing public space for workers and visitors; *and*
- the design of signage to integrate with architectural details of buildings, remain consistent with the scale of buildings, and maintain an overall design continuity.

Objective 9.9

Create a hierarchy and balance of Activity, Neighbourhood and Local Centres across the South-West to:

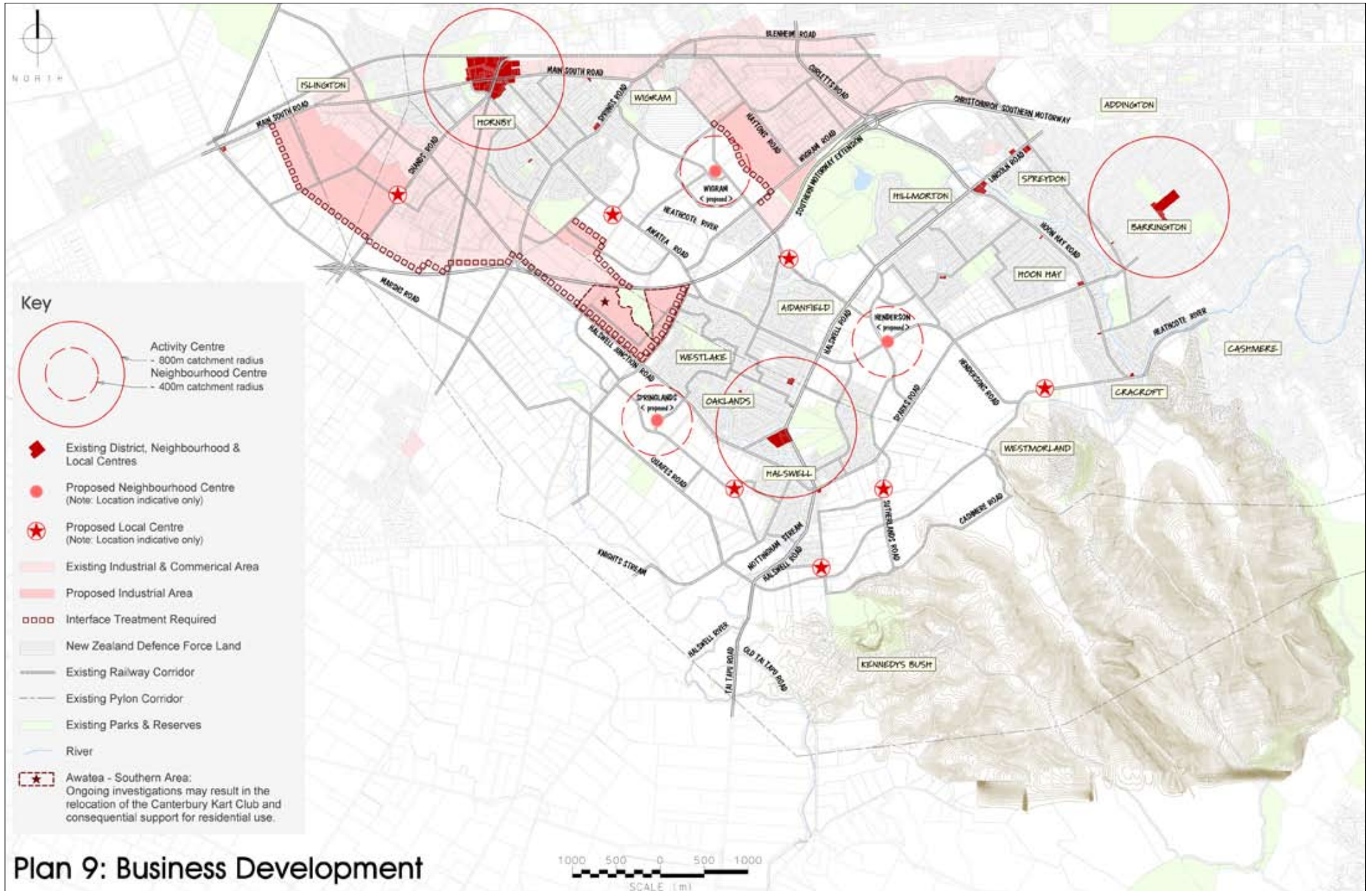
- ensure all residents are within walking distance of a centre;
- ensure centres are appropriate to the density of surrounding residential development;
- cater for the range of community and business needs; and
- provide a sustainable distribution of centres.

Objective 9.10

Create high-quality Activity, Neighbourhood and Local Centres through the use of:

- attractive and safe public open space;
- public art relevant to the South-West area;
- significant landscape features and views;
- visual and physical links to neighbouring areas;
- building scale, design and material sympathetic to, and in context with, the surrounding uses and landscape;
- attractive, durable, functional landscaping of a high standard, including surfacing, planting, street furniture and lighting; and
- accessible services, including seating, recycling, cycle storage and public toilets.

>> Plan 9 represents how these objectives will be achieved in the South-West.



## Goal 10: Maintain the versatility, function and character of rural land.

Rural areas have a function and character distinct from the urban environment. While the primary function is a place for rural production, the openness and historic land-use patterns provide a range of recreation opportunities, areas of environmental, heritage and cultural value, space for large-scale activities that do not fit in the urban area, and natural hazard mitigation.

The South-West's rural area is understood, interpreted and valued by different groups and in different ways. These values have changed and will continue to do so over time and in response to external factors such as food security. Rural land is not just important for the well-being of today's communities, but for future generations to manage according to their needs.

Fragmentation of land presents the greatest risk to the versatility and character of the rural resource. Subdivision reduces lot sizes that can compromise productive capacity and introduce increasingly urban-style residential activity. This affects rural character and the long-term versatility of rural areas for future generations. It is therefore necessary to define the limit of urban Christchurch to prevent urban encroachment across rural land, and control subdivision and development.

The urban limit defines where urbanisation ceases and rural land starts. When a significant natural barrier is not present, or this transition is poorly defined and enforced, urban expansion is difficult to contain. Without a significant natural barrier in the South-West, an urban edge must be clearly defined, using a variety of elements and features to provide a clear visual reinforcement of the separate identity and activities of urban and rural land uses.

**Objective 10.1**  
Promote productive rural land-use activities that provide goods and support the local economy.

**Objective 10.2**  
Locate buildings and structures to maximise the area of productive land.

**Objective 10.3**  
Encourage buildings, structures and boundary treatments to reflect rural character and local landscape in terms of scale, form, materials and colour.

**Objective 10.4**  
Maintain the visual character of rural roads using service standards and guidelines that minimise sealed road width, lighting, curb and channelling, road marking and signage.

**Objective 10.5**  
Visibly define and re-enforce the urban limit using one or a combination of:

- waterways and esplanade margins;
- the naturalised stormwater network;
- topographical features, including height contours;
- local landscape features;
- landscaped road reserves;
- public open space;
- habitat areas; and
- ecological corridors.

**Objective 10.6**  
Co-ordinate the management of rural areas with those within the Selwyn District to ensure the contrast between urban and rural environments is maintained and the versatility, function and character enhanced.

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>> Plan 10 represents how these objectives will be achieved in the South-West.

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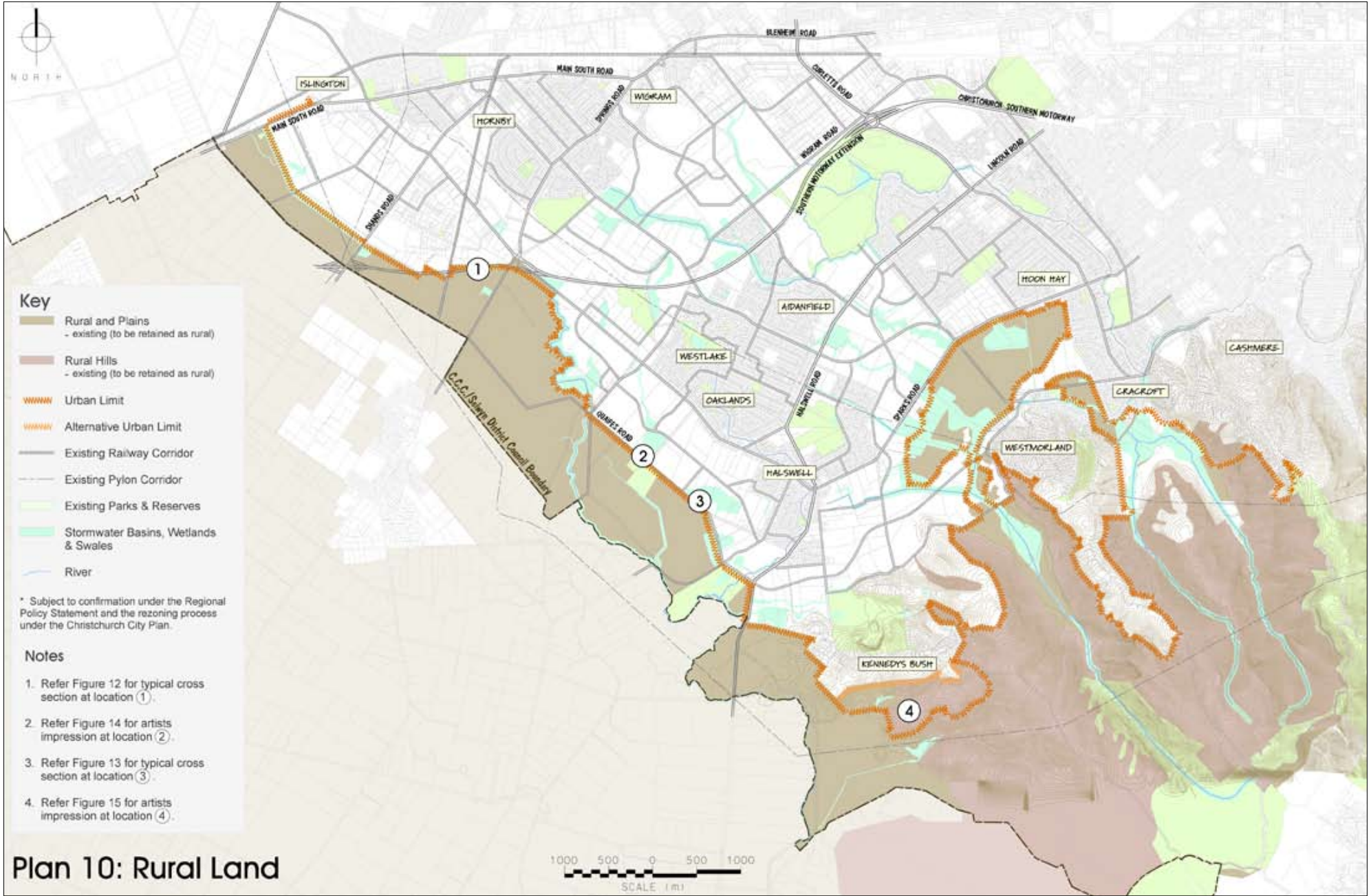




Figure 12: Cross section at location ① on Plan 10.



Figure 13: Cross section at location ③ on Plan 10.



Figure 14: Artists impression at location ② on Plan 10.



Figure 15: Artists impression location ④ on Plan 10.

# Goal 11: Provide a transportation system that gives priority to active and energy-efficient ways of travel and minimises its effects on the environment.

Quality living and business environments need an efficient, accessible and safe transportation system. To be sustainable, a transportation system must be integrated with urban land use and across different transport networks. It should provide genuine travel choices as an alternative to the motor car such as walking, cycling and public transport.

Heavy reliance and preference for the motor car through the latter parts of the 20th century has strongly influenced the provision and design of the current transportation networks and urban form. Reducing the environmental impact of the transport system, and responding to changing trends and market conditions (including the price and secure supply of oil) requires a balanced and responsive approach to managing future travel demand. Transport demands from population and economic growth within and beyond the South-West also requires extensions and improvements to the transportation system, including the rail network.

Giving priority to active and energy-efficient modes of transport benefits communities, business and the environment. Active transport, such as walking and cycling, improves the well-being of residents through encouraging healthy living and social interaction. Prioritising energy-efficient modes of transport reduces reliance on fossil fuels and pollution (including greenhouse gases), and supports a more equitable and affordable system that is sustainable into the future.

High-quality walking and cycling facilities must be provided, the public transport service enhanced, and investment into car-based improvements significantly decreased as the South-West area develops.

## Objective 11.1

Prioritise safe and convenient walking, cycling and public transport through a transportation system that incorporates:

- A network of walking and cycling facilities throughout the public open space network and linked with the road network;
- Safe, direct road-crossing facilities for pedestrians and cyclists;
- Bus stops with appropriate infrastructure within approximately six minutes walking time from every residential and business property;
- Bus stops, with appropriate infrastructure, into Activity Centres, Neighbourhood Centres and major public open space areas;
- Provision for high-quality public transport services, including bus priority along arterial routes and frequent bus services;
- Direct connections between business centres, neighbourhoods and major public open spaces;
- A legible and connected road hierarchy that supports the movement of people and goods within and across the area;
- Management of property accesses that protect the function of the arterial road network; and
- Quality amenity features that reflect the character of the area, including landscaping, artwork, directional signage for all modes, and well-located street furniture.

## Objective 11.2

Design all roads to facilitate good public transport accessibility and achieve safe and walkable communities.

## Objective 11.3

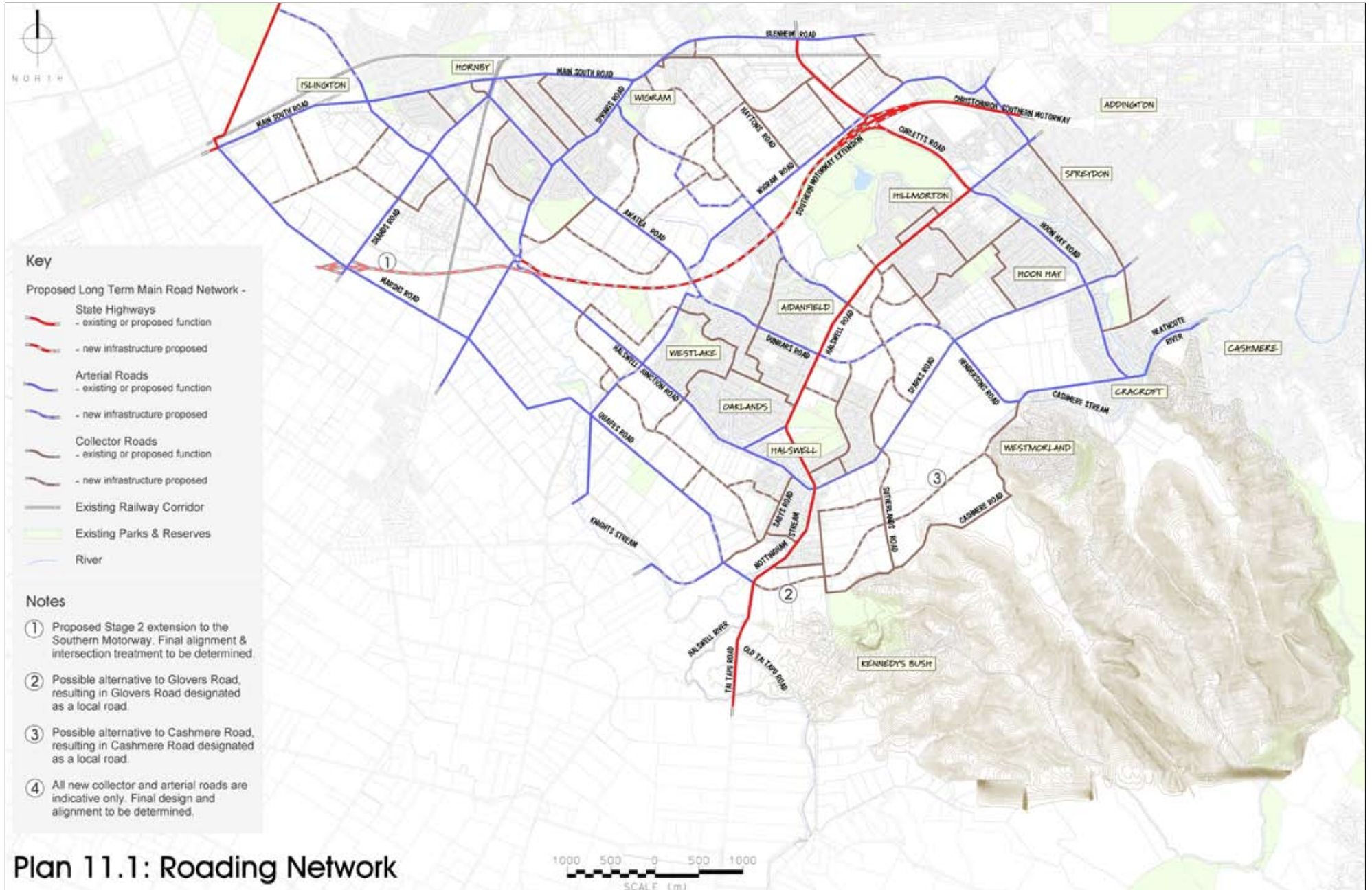
Establish multi-modal transport interchanges at Activity Centres, and Neighbourhood Centres where appropriate.

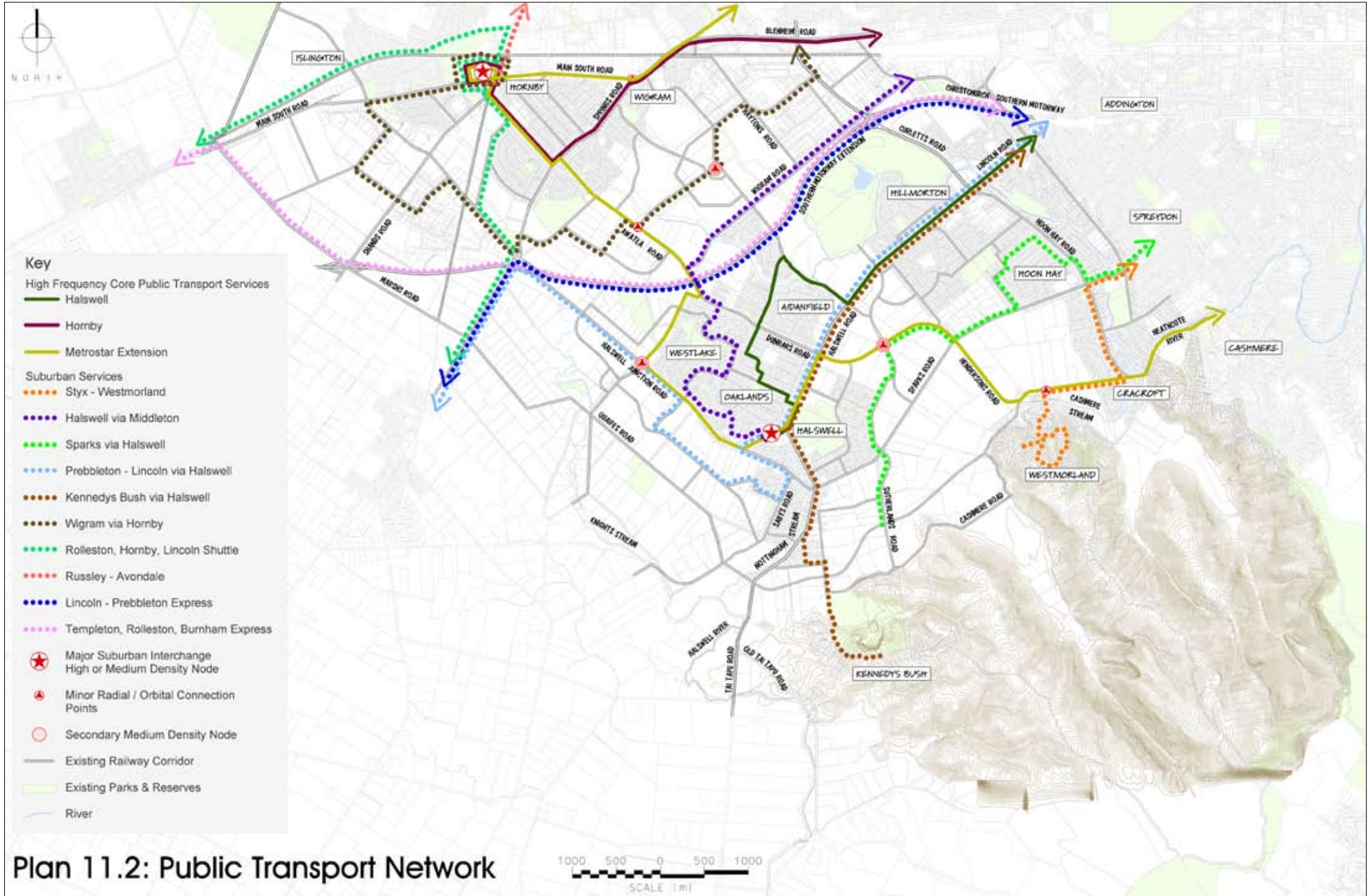
## Objective 11.4

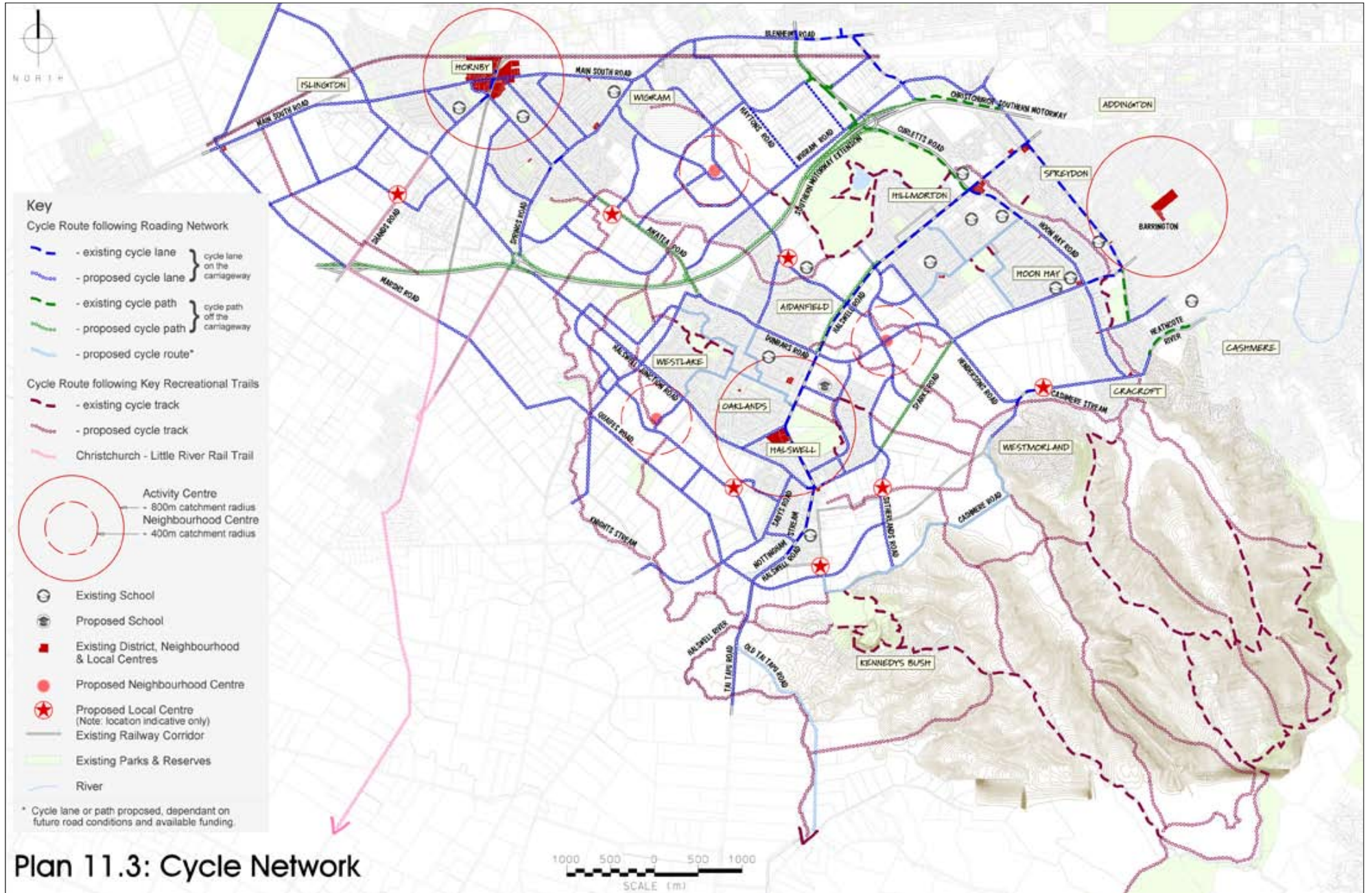
Support Travel Plans that maximise travel by active and energy efficient modes of travel.

>> Plans 11.1, 11.2 and 11.3 represents how these objectives will be achieved in the South-West.









Plan 11.3: Cycle Network

## Goal 12: Co-ordinate incremental subdivision and building development with the provision of resource-efficient infrastructure

Critical to the development of communities is the provision of infrastructure. New infrastructure is needed and existing infrastructure upgraded, to accommodate future urban growth in the South-West. Provision must be timely and of a standard that ensures the health and well-being of residents and the quality of the environment. The Council has a duty to deliver and maintain infrastructure and services in a resource-efficient way, important due to the significant cost to the ratepayers and developers of Christchurch.

The long lifespan of infrastructure means it must be resilient and adaptable. By encouraging business and residential communities to use resources efficiently, the impacts on, and capacity of, infrastructure will be reduced. Innovative design and careful planning is required to meet the changing needs of communities and standards, and ensure adaptability in the face of future uncertainty.

Staging the provision of infrastructure ensures it is built where and when needed, making it both cost-effective and efficient.

The sequencing of land development is broadly as follows<sup>2</sup> and illustrated on Plan 12:

- Wigram and Awatea areas developed in 2007 – 2016 (short-term period). The eastern edge of Hendersons Basin is also developed during this period.
- The suburb of Halswell is extended towards Hoon Hay southwards from Glovers Road, and south-west from Halswell Junction Road over 2017-2026 (medium-term period).
- The land areas located between Halswell Junction Road and Quaifes Road, and Kennedy's Bush and Sutherlands Road is fully developed over 2027-2041 (long-term period).
- Land development on the Port Hills is expected to occur gradually over the 35 years, predominantly within existing zoned areas in Cashmere Valley/ Worsleys Spur, Westmorland, the westside of Hoon Hay Valley and Kennedy's Bush.

Objective 12.1  
Develop a Capital Works Programme that details the infrastructure needed over the planning period to provide for new urban growth across the South-West.

Objective 12.2  
Allow subdivision and building development in areas shown on Plan 12 when work has been completed in accordance with the Capital Work Programme (Refer to Part D Implementation).

<sup>2</sup> Refer Greater Christchurch Urban Development Strategy, Table 4.

Objective 12.3

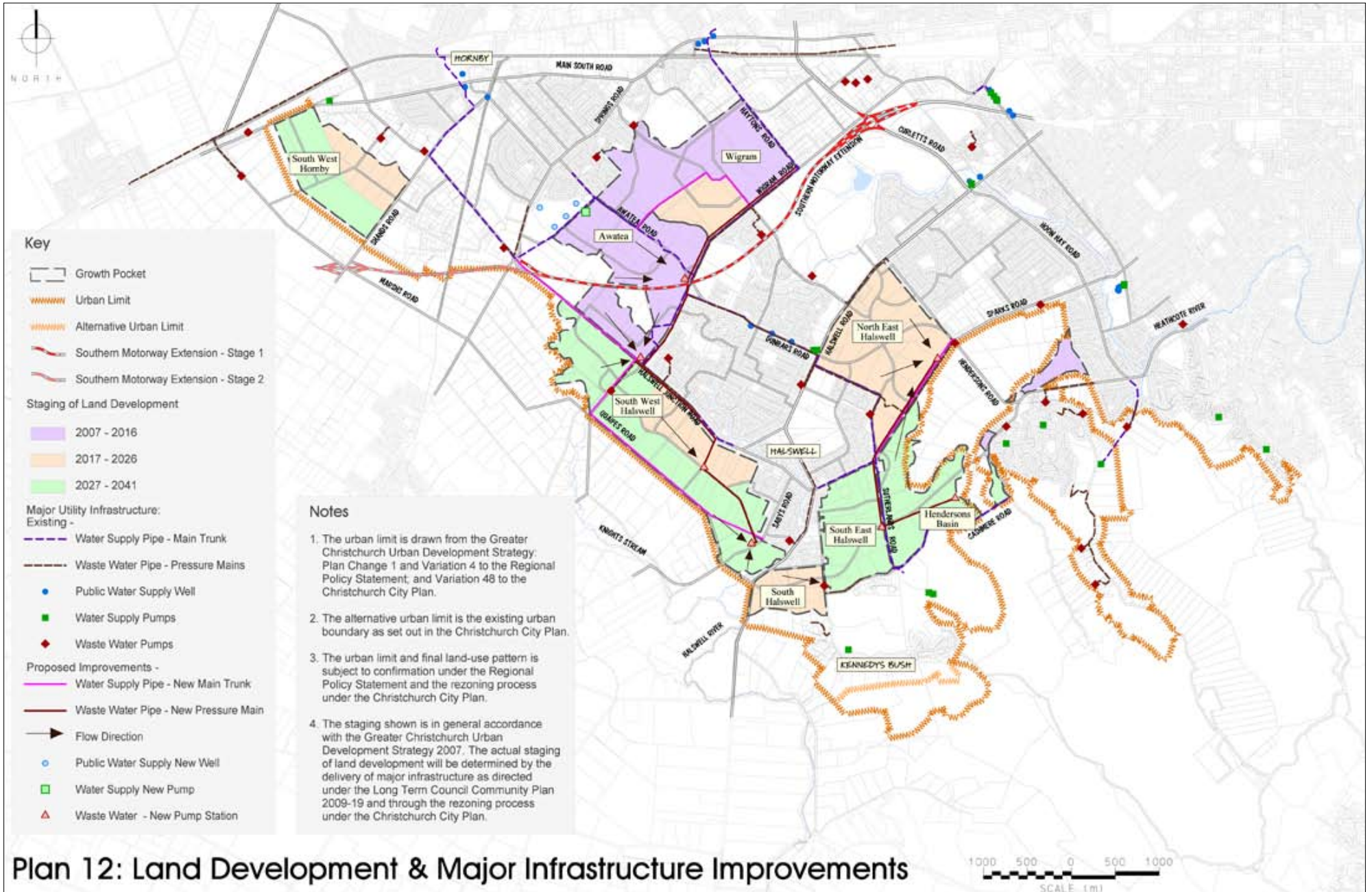
Allow subdivision and development that is consistent with the Capital Works Programme capacity design, particularly in relation to housing density yields and the type of business activities provided.

Objective 12.4

Encourage business and residential communities to minimise their impacts on infrastructure, particularly through:

- minimising impervious surfaces;
- capturing rainwater for watering gardens and landscaping;
- allowing for the current or future potential for on-site renewable energy generation;
- consideration of the full life cycle impacts of development, including design, construction, operation and deconstruction;
- using building design, materials, fixtures and fittings that maximise water efficiency and minimise wastewater; and
- supporting active and energy efficient modes of transport.

>> Plan 12 represents how these objectives will be achieved in the South-West.



## Goal 13: Engage the community and stakeholders throughout the development of the South-West.

The South-West Area Plan has been developed in consultation with the local community and key stakeholders. The continuation of this co-operation and communication through the implementation period is essential to achieving 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 and its communities 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, health and emergency service sectors) to support the co-ordinated development of the area.

A Steering Group guides the implementation of the Area Plan to ensure the vision and objectives are met. Working parties, including local residents and community groups, are established for major planning and implementation projects. These provide a forum for information sharing and co-ordinated stakeholder and community feedback. The wider community are regularly informed of changes and developments in their area and invited to get involved in implementing local projects and initiatives.

### Objective 13.1

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

### Objective 13.2

Establish working partnerships with local residents, community groups, local hapū and rūnanga, ethnic groups, local businesses and organisations to ensure participation in implementation of the Area Plan and local projects is sustainable and on-going.

### Objective 13.3

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

### Objective 13.4

Promote and support community-led neighbourhood planning.

### Objective 13.5

Regularly inform the local community about land-use changes in, and development of, the area and provide information about how to participate in the processes.

### Objective 13.6

Ensure neighbourhood designs, developments and programmes exhibit on-going knowledge about, and an understanding of, the local community and area.

### Objective 13.7

Ensure consultation is undertaken with all sectors of the community, including disabled persons, ethnic minorities and youth.

### Objective 13.8

Work with community service providers to ensure a sufficient range of capacity to meet current and projected populations and demographics.



Working together to shape the South-West.







## Part D | Next Steps

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# Implementation

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

The Implementation Plan will prioritise actions and give timeframes for delivery, the resources required and performance measures.

Implementation of the Area Plan will be undertaken over a long period (35 years+) and is the greatest challenge. The Council will lead the implementation of the Area Plan through its mandate under the Local Government Act (LGA) and Resource Management Act (RMA). Successful implementation will only be achieved through the continuing support and development of partnerships with other government agencies and service providers, organisations Ngāi Tahu rūnanga, land developers and the resident and business communities.

Some of the key implementation steps will be:

- Rezoning of land areas to promote the desired land-use pattern and development form.
- Outline Development Plans (ODP) that detail stormwater management areas, main roads, pedestrian and cycleways and reserves. Rules will support ODPs to control land and building development effects on the environment, and to protect areas, sites and buildings of value.
- Designations to protect land areas needed for specific infrastructure work and secure the use of the land for that specified purpose.
- Subdivision Consent to create new allotments including those for infrastructure.
- Catchment Discharge Consent to discharge stormwater as proposed in the Integrated Catchment Management Plan and enable the operation of the stormwater management scheme.

- Funding of Capital Works Programme through the Long Term Council Community Plan (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.
- Acquisition of land by Council as required for infrastructure.
- Reserve Management Plans to provide the vision for developing and managing reserves.
- Guidelines to promote best practice in regard to land and building development.
- Business Development Plans to promote the desired outcomes for a business area, including appropriate types of activities and design objectives.
- Neighbourhood Plans to develop the community vision and desired outcome for a neighbourhood.
- Travel Plans, a package of measures to promote active and environmentally friendly travel choices, and reduce reliance on the private motor car.
- Education programmes to improve community and land developer awareness of best practice and how to achieve the Area Plan vision, goals and objectives.

The Area Plan provides a high-level framework for considering future land development proposals. The detail and final outcomes for the land-use pattern and urban form will be determined through other planning processes. Figure 16 sets out the documents most relevant to the development process and identifies the opportunities for public involvement to influence the development outcome.

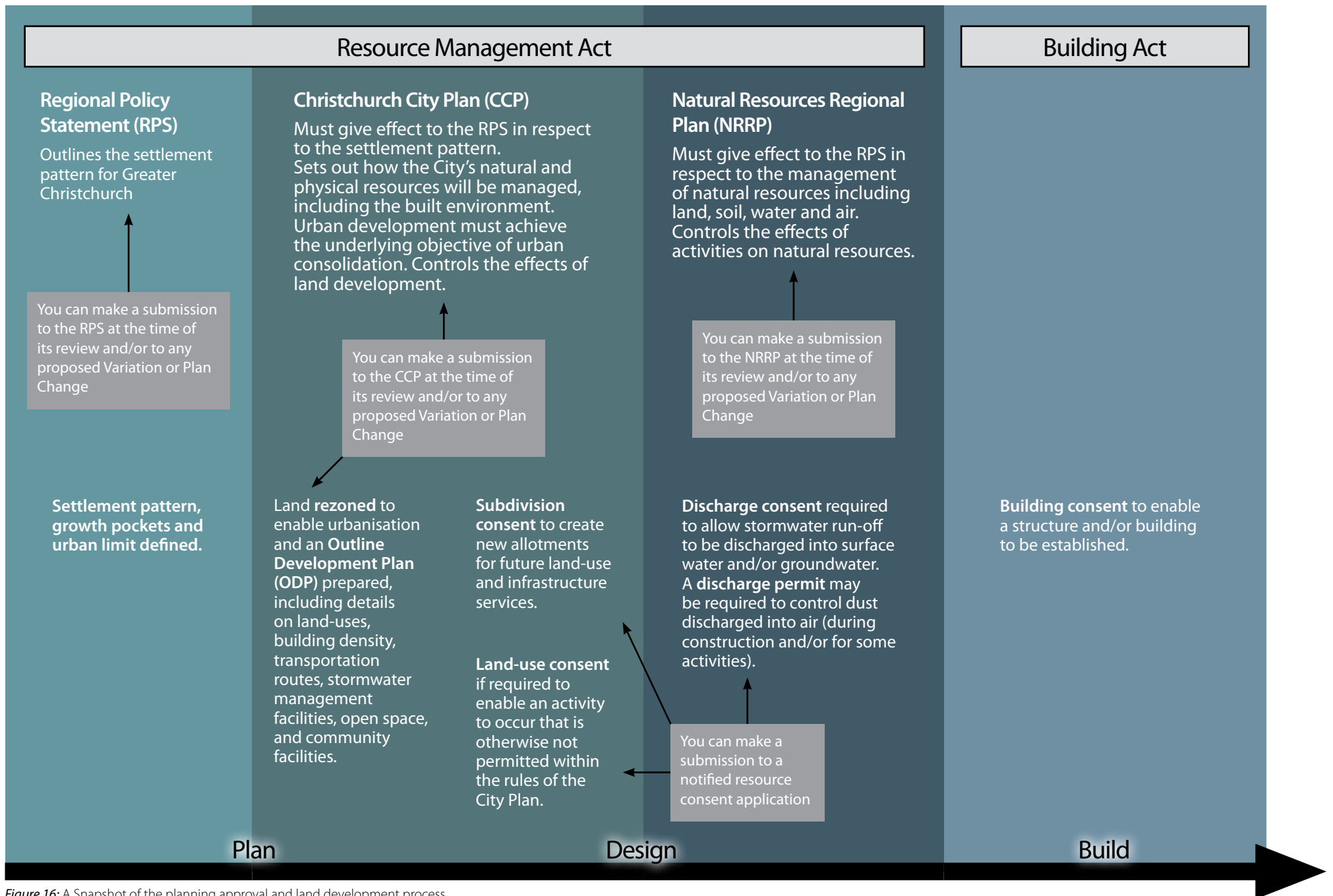


Figure 16: A Snapshot of the planning approval and land development process

## Monitoring

*A South-West Area Plan Monitoring Programme will measure progress towards achieving the objectives of the Plan.*

The Programme builds on existing measures, such as those developed for LTCCP Community Outcomes and City Plan. Monitoring is carried out by different units of the Council and other government organisations such as Environment Canterbury, New Zealand Transport Authority, Canterbury District Health Board, and potentially the private sector. Co-ordination of monitoring programmes is vital to avoid duplication of effort, share information and gain the broadest understanding possible of the state of the South-West.

Monitoring results are summarised over 5-year periods in a 'SWAP Monitoring Summary Report' to inform reviews of the Area Plan and City Plan. The Summary Report highlights how well the Area Plan objectives are being met and where problems have occurred with implementation. The Monitoring Programme is initiated one year after the adoption of the Area Plan. The first step in the Programme is establishing the baseline and measures against which future results are assessed.

## Review

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

- Reviews of the Long-Term Council Community Plan;
- Major Capital Works Programme adjustments;
- Major changes in national, regional and local policies and strategies;
- The SWAP Monitoring Summary Report;
- Major changes in the policy and planning framework; and
- Technological advances.



Figure 17. Building neighbourhoods around quality open space and to encourage walking and cycling.

## Area Plan Definitions

**Activity Centres:** Key commercial/business centres identified as local focal points for the transport network and suitable for more intensive mixed-use development. (Source: UDS, 2007).

**Aquatic Biodiversity:** The variety of life and ecosystems that live in freshwater, tidal and marine environments.

**Carrying capacity:** The 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 the management of land use and subdivision within the City.

**Core habitat:** The portion of a habitat that is the most free from human disturbance and capable of supporting significant biodiversity and plant life.

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

**Cultural practices:** Refers to all traditional activities undertaken by Māori.

**Cultural harvest:** Traditional food and resource-gathering activities undertaken by Māori.

**Deprivation:** The socioeconomic conditions that prevail in small geographic areas and are determined from indicators of socioeconomic status, such as employment, income and home ownership, in the Census (Source: Salmond & Crampton. 2002)

**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 rainfall events. (Source: Christchurch City Plan, Volume 3, Part 1 – Definitions)

**Ecological Corridor:** Any space, usually linear in shape, that improves the ability of organisms to move among patches of their habitat.

**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,—
  - (i) Maintaining or enhancing the natural functioning of the adjacent sea, river, or lake; or
  - (ii) Maintaining or enhancing water quality; or
  - (iii) Maintaining or enhancing aquatic habitats; or
  - (iv) Protecting the natural values associated with the esplanade reserve or esplanade strip; or
  - (v) 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 or 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, whilst slowly releasing it to groundwater via soakage, surface receiving waters or water quality polishing facilities downstream. The storage depth and duration is dependant on the characteristics of the catchment. (Source: Waterways, Wetlands and Drainage Guide, Part B: Design)

**Greater Christchurch Urban Development Strategy:** A long-term strategy to prepare a consistent direction for the growth and development of Greater Christchurch that includes Rangiora, Woodend, Kaiapoi, Rolleston, Christchurch and Lyttelton Harbour.

**Greenfield development:** Clean and 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 will establish water quality and quantity objectives for a given catchment and how stormwater will be managed to meet those objectives. It will give consideration to other natural resource issues such as groundwater, soils, ecosystems (in-stream, riparian, terrestrial), landscape, and cultural and heritage values. (Sources: Planning Consents Protocol for Surface Water Management – Catchment-wide Consents for Stormwater Discharges, 2008).

**Living street:** A 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 approximately six shops (not including a supermarket), supporting a population of 2,000 to 3,000 people and including mainly convenience level 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.

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

**Medium-term:** The timeframe covering the period from 2016 to 2026.

**Mixed-use developments:** Development that incorporates a range and variety of uses (retail, residential and business) within a single development site.

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

**Neighbourhood centres:** A concentration of 10 to 14 shops (not including a supermarket), supporting a population of 5,000 to 7,000 people.

**Node:** In ecology, this term refers to a small area of habitat that has no identifiable core and which is vulnerable to disruption from human activities.

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

- (i) principal through roads, connection and integration with surrounding road network and trunk infrastructure;
- (ii) any land set aside for community facilities or schools;
- (iii) parks and land required for recreation;
- (iv) any land set aside for business activities;
- (v) the distribution of different residential densities;
- (vi) land required for stormwater treatment, retention and drainage paths;
- (vii) land reserved or otherwise set aside from development for environmental or landscape protection;
- (viii) land reserved or otherwise set aside from development for any other reason, and the reasons for its protection from development, and
- (ix) pedestrian walkways, cycleways, bus routes both within and adjoining the area to be developed. (Source: proposed Plan Change 1 to the Regional Policy Statement, Definitions and Policy 8).

**Passive Surveillance:** A quality of buildings and spaces whereby views are maintained for the possibility of incidental/casual observation and overlooking by residents, office workers etc. over streets and public places.

**Public Expenditure:** The total spending of all branches of government and of other agencies in the public sector, like health and education.

**Recreational route:** A shared pedestrian and cycleway facility being 5-10 metres in width, where the width is determined by the presence of adjoining features such as waterways, streets and structures.

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

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

**Rural land:** Land distinct in character from urban land and characterised by very low intensity development and the use of large areas of private open space land 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 2007 to 2016.

**Species Diversity:** The number, different kinds, and relative abundance of species in a biological assemblage or community.

**Stormwater Mitigation Facilities:** A 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, in a way or at a rate, which enables people and communities to provide for their social, economic and cultural well-being and 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:** A 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 rainfall events. It may have the appearance of a landscaped 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 associated with an area, which have significance 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 stop shelters, walkways, cycleways. (Source: UDS, 2007).

**Travel Plan:** A travel plan is 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 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 may 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.

**Waterway:** Any river, stream, lake or pond which exceeds 200m<sup>2</sup> in area, drain, swale, detention basin or water race whether having a continuous flow or not.

**Wetland:** Permanently or intermittently wet areas, shallow water, and land water margins that support a natural ecosystem of plants and animals that are 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 South-West Area Plan has been developed on a collaborative and partnership basis. Thank you to 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, Te Taumutu Rūnanga, and consultants who have worked on this project. We also thank the community and private organisations who have shared their views on planning issues and helped shape the Area Plan.

## Foundation Reports and Information

A number of technical studies and investigations have been prepared to inform the development of the Area Plan. Much of this work has been summarised and assessed within a series of 'Phase One' reports and within the South-West Integrated Catchment Management Plan. These reports are available on the SWAP website and cover a range of issues including surface and groundwater management, natural values, landscape, heritage, tangata whenua values, open space and recreation, constraints, urban design, health and social well-being, transportation, business land, rural land, water supply and waste water disposal.

## Images courtesy of

- Christchurch City Council
- Canterbury Museum
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- Boffa Miskell Limited (Figures 8 and 9)

### Disclaimer

The Council does not guarantee the accuracy of the data or information contained in this 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. The plan should not be relied upon for the purposes of any proposed property transaction, including subdivision or land use approvals and building consents. The land-use options provided in the plan do not guarantee that any or all of the land is suitable for development.

