

8. SELWYN DISTRICT COUNCIL CROSS BOUNDARY ISSUES

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The purpose of this report is to provide members with an overview of the main 'cross-boundary' issues affecting Christchurch City and Selwyn District. A session on "cross boundary" issues involving Christchurch City and Selwyn District was set down for 11 February, following a joint seminar on the Central Plains Irrigation Project. However, the session did not proceed due to time constraints.

OVERVIEW

The following matters were on the agenda for discussion.

- Summit Road Protection Act
- Boundary Adjustments
- District Plan/City Plan Issues
- Regional Council matters
- Halswell Catchment
- Transport

This report provides a broad outline of the issues involved in these matters to enable the two Councils to focus the discussion. It will readily become apparent to members that many of these issues are interrelated and, to a large extent, concern the cross boundary effects of population growth and development.

SUMMIT ROAD PROTECTION ACT

Since 1963, the Summit Road area has been protected from effects of development through specific legislation, firstly through the Summit Road (Canterbury) Protection Act and from last year the new Summit Road Canterbury Protection Act 2001.

The long term issue is whether there is a need for separate legislation and administration of this important area. The principal alternative is to bring the area completely under the Resource Management Act and administer it through rules, eg through a heritage order in the three district plans. This could only be done once all three district plans have become operative unless rules were put into a Regional Plan (NRRP).

Whatever alternative is pursued the City Council may want to continue to acquire land in the protection area. The land will still have an appropriate zoning and Reserves Act classification.

More short term issues include future development on existing designated sites, for example (Sugar Loaf), a possible need for the upgrading of the Summit Road, and the provision of recreation and tourism facilities.

BOUNDARY ADJUSTMENTS

A report on this issue was presented by the Council's Legal Services manager to the Riccarton Wigram Community Board in January. There are several properties that are bisected by the present City - District boundary, the most notable being the Cookie Time factory and the Golden Mile tavern. The present boundary at Templeton has wider implications for the City in that it also forms part of the urban boundary. The potential for Templeton to expand within the City boundaries is constrained by airport contours and other factors, and the only real option is to the south east into Selwyn, splitting the town between two jurisdictions. Whether this can be dealt with through a boundary adjustment or a joint plan is a matter that needs to be resolved and agreed between the City and Selwyn.

DISTRICT/CITY PLAN ISSUES

Most cross boundary planning issues are being addressed through the submissions process of the Proposed City Plan Volume 1 (Issues), and more latterly the Proposed Rural and Towns Sections of the Selwyn District Plan. There are however some broad issues that need to be addressed:

- The encroachment of urban development in Christchurch towards Selwyn, eg at Hornby.
- The encroachment of growth at Prebbleton towards Christchurch.
- The effects of development in Selwyn on Christchurch's infrastructure, particularly transport.

Two recent Court decisions involving the Regional Council¹ have alluded to the need for a stronger regional direction (in the Regional Policy Statement) for managing further urban growth in and around Christchurch. This may be picked up in the Future Paths project but it remains to be seen as to whether that forum has the focus to address what is quite a specific issue compared to wider issues of economic, environmental and social sustainability.

Apart from residential and lifestyle developments, there are some pressing issues concerning transport, industrial location and open space provision that require a joint approach.

HALSWELL CATCHMENT

The Halswell Catchment has its upper reaches and tributaries in the Hornby-Halswell-Kennedys Bush areas of Christchurch. The Council has already taken steps to protect and enhance those parts of the catchment within the City boundary through strategic land purchase and through rules in the Proposed City Plan that seek to reduce trade waste discharges into the river system.

The two main issues affecting the Halswell area water quality (including that of Lake Ellesmere or Te Waihora) and downstream flooding problems, both of which are of concern to Ngai Tahu. The Canterbury Regional Council (Ecan) is the main body responsible for dealing with these matters at the present time and administers the Halswell Land Drainage District. However if urbanisation of the upstream catchment occurs, City Council planning for such development will control water quality and enhance flood control through ponding and retention.

In view of the amount of urban and rural development occurring in the catchment, there is a case for a joint catchment management plan prepared by Christchurch City, Selwyn District and the Regional Council.

TRANSPORT

The most significant project on the books is the Christchurch-Rolleston and Environs Transport Study which was recently let to a consultant. This is a large scoping exercise, looking into amongst other things:

- The extension of the Southern Motorway (eg old designation etc);
- Four laning SH1 to Rolleston, a bypass around Hornby from just south of the Airport to near Templeton;
- Connections from SH75 south of Halswell to the Southern Motorway or up to SH1 around Marshs Road;
- Access options for the Airport to/from and across Russley/Johns route; and
- Various (minor) bypasses of the Selwyn townships and orbital routes across SDC (say SH74-SH1)

It is a joint study between TNZ, CCC, SDC, Ecan, and CIAL.

REGIONAL COUNCIL

Problems with the Regional Policy Statement have already been alluded to in the context of recent Court decisions. Christchurch City and surrounding districts will need to consider how they will respond to this matter, particularly insofar as it affects urban growth.

The other main issue affecting both districts is the Natural Resources Regional Plan which is currently at a "draft" stage with submissions closing on 29 March. Policies to control land use over the groundwater recharge area will be of mutual concern to both Councils.

SUMMARY

There are several important issues which can only be effectively tackled through a co-operative approach between the City and Selwyn District, and in some cases Ecan. These include catchment management and transport. Other issues, such as urban growth will need to be addressed through the Resource Management Act, or possibly a joint strategy. Consideration should be given to more regular meetings to ensure that issues of mutual concern are resolved in a manner that is advantageous to both Councils.

¹ Interim decision on the Proposed City Plan general evidence on urban growth, and Pegasus Bay (Decision C5/2002).

Several of these issues do not just concern Christchurch City and Selwyn District. While boundary adjustments are matters these two Councils can sort out, urban growth, the Summit Road Protection Area and catchment management are of strategic significance and require a joint approach between the City, its adjoining districts and ECAN. As a broad principle, cross boundary discussions on a one-to-one basis need to be held within the context of a wider forum involving all adjoining district and Ecan.

Recommendation: That the meeting with Selwyn District be reconvened with a specific agenda that includes at least the following reports prepared in consultation with Selwyn District Council officers:

- (a) A discussion paper outlining options and processes to agree on possible boundary adjustments
- (b) The merits of establishing a joint working group (which will include staff from other local authorities) to examine and recommend options for managing the Halswell River Catchment and Summit Road Protection Area.
- (c) With reference to the comments of the Environment Court mentioned above, the need for a joint approach managing urban growth in Christchurch and surrounding districts.

Chair's

Recommendation: That the above recommendation be adopted.