

Urban Development and Regeneration Update

Canterbury District Health Board



Psychosocial Wellbeing

The Canterbury Health System has responded extremely effectively to the terrorist attack of March 15th. As physical injuries heal, experience indicates that the impact on wellbeing and mental health can be more complicated and take a lot longer to accept and manage.

The after-effects of the terror attack will continue to surface in different ways for different people. For many it will be a long and complex journey to recovery. One month in this is still in the acute response phase. Prior to the attack, there was already significant pressure on primary and secondary mental health services and we will continue to monitor demand closely and adapt services so that they meet emerging needs. A draft wellbeing and mental health plan has been prepared, anticipating future needs and a strong local government leaders group is actively working together to ensure an appropriate, coordinated local response in the days, weeks and years ahead.

With regards to ongoing recovery from the earthquakes, the Psychosocial Committee is arranging a second meeting next month with Dame Sylvia Cartwright regarding Public Inquiry into the Earthquake Commission.

Christchurch City Council



Christchurch District Plan

Plan Change 1: Woolston Risk Management Area, submissions close on 17 April 2019. As at the 15th of April, 1 submission has been received.

Two proposals to amend the District Plan under S71 of the Greater Christchurch Regeneration Act 2016 will be prepared for consideration by the Minister for Greater Christchurch Regeneration.

- The first is the Port Hills slope instability overlays in specific locations where the risk has been removed or recalculated as being lower than originally anticipated.
- The second is the minimum parking requirements applying to developments in the Commercial Banks Peninsula Zone in Lyttelton.

The City Planning teams (in conjunction with NZPI) are providing an overview of their work programme on 29 May 2019 (5pm, Function room, CCC).

Urban Design & Urban Regeneration

Supporting Community Planning Programme

The Council's Urban Design, Regeneration & Heritage and Community Support, Governance and Partnerships Units have just won both the NZ Planning Institute's *Best Practice Award: Non-statutory Planning* and the *Nancy Northcroft Supreme Practice Award*, for the approach taken to supporting community-led planning and placemaking post-earthquakes.



Enliven Places Programme

- Participation in Placemaking projects: Entries have been received for the Light Up The City competition and work is underway to evaluate submissions. A review panel will select a top three from the specialist category and a winner will be decided via public vote. Ten winners for the first round of project displays will also be selected by a review panel. The lighting installations will be delivered from early July.
- Urban Sheep: The popular urban sheep are back. Four urban sheep have been installed on High Street. Unlike the former plastic sheep, these are manufactured from stainless steel.

Suburban Master Plan delivery

Ferry Road Master Plan:

- Construction work on project FR4 (Ferry Road pedestrian crossing at Te waka Unua school) has commenced and is due for completion in June. A school outreach programme has been conducted by the contractor, resulting in a query from a young pupil: "had they found any pirate treasure when they were digging".
- Staff have completed a site audit for project WL6 (Pedestrian Bridge and Pocket Park in Woolston). Options for potential developments are being narrowed down and a discussion memo is in preparation.

Linwood Village Master Plan: Initial community conversation has commenced to inform a project brief for project C1 (Childrens interactive play art for Doris Lusk reserve), with a collaboratively-developed project brief anticipated in May.

Sumner Village Centre Master Plan: Good progress is being made on the Sumner mainstreet upgrade with the replacement of kerb and channel, stormwater drainage, paving and landscaping along the northern side of Marriner Street between the Surf Club and Burgess Street.

Lyttelton Master Plan: Sumner Road from Evans Pass to Lyttelton opened on 29 March.

Heritage

Work is about to begin on the final part of the repairs to the Sutton Quay and Moorhouse Railway Tunnel retaining wall in Lyttelton. This large wall has already been partially rebuilt in concrete but this phase will see the attachment of the original stone as a veneer and reconstruction of the stone parapet using as much of the original rock as possible. Although close to Norwich Quay, the wall is only clearly visible from the inner harbour marina which was recently opened up to the public. Other rock facings have been applied to retaining walls in Lyttelton along prominent routes including the recently re-opened Sumner Road.

Council grant funded work continues on a number of prominent buildings in the central city and people may have noticed the repainting of the shield above the entrance of the former Public Trust Building on Oxford Terrace close to the Hereford Street Bridge. This building has been saved from demolition and has been seismically strengthened with new internal concrete shear walls which are not visible externally.

New Zealand Transport Agency



Christchurch Southern Motorway	Significant detours were in place over Easter and some of these are continuing. Shands Road will be closed in parts on the weekend of May 4 and 5. The new Waterholes Road and Main South Road bridges are now in use. SH1 traffic has been moved off old Main South Road to allow for excavation for what will become the Robinsons Road Overpass. At the Halswell Junction Road end of the project, the Owaka subway extension has been completed and the bridge at Springs Road now has all beams in place.
QEII Drive (SH74)	New flexible road safety barriers that help stop head-on crashes and save lives are being installed on State Highway 74/QEII Drive between Innes Road and Burwood Road. The barriers are part of a \$2.5 million NZ Transport Agency road safety project due to be completed in June. The project includes barriers down the side and middle of the road, road widening and high-performance road markings that make it easier to see at night.
High Occupancy Vehicle (HOV) Lane	Preliminary design work on a proposed High Occupancy Vehicle (HOV) lane for the northern corridor is continuing ahead of a decision on implementation funding. This is part of the work required to finalise the HOV solution and supporting measures, including Travel Demand measures. The preliminary design work around Tram Road was recently discussed with Waimakariri District Council.

Environment Canterbury



Public transport	<p>Waimakariri Bus Service Review</p> <p>Environment Canterbury is consulting on proposed changes to the bus routes in Kaiapoi, Rangiora, Woodend and Pegasus. These proposed changes improve the coverage of bus services in these towns and offer more linkages between them. The consultation is open from late April to late May.</p> <p>Future of Public Transport in Greater Christchurch Programme Business Case</p> <p>The programme business case, which seeks to identify what form of public transport network and services will most appropriately support the regeneration and growth opportunities for Greater Christchurch over the next thirty years, is now complete. It has been submitted to NZTA for consideration during April/May.</p>
Regional transport	<p>Work programme priorities for the Canterbury Regional Transport Committee include implementing the Government Policy Statement on Land Transport, understanding the opportunity for freight mode shift, undertaking a resilience stocktake of the transport network and improving road safety outcomes.</p> <p>Territorial authorities are working with NZTA to consider how they may take up opportunities in the Government Policy Statement on Land Transport.</p> <p>Consultants have been engaged to carry out work on freight mode shift, with the report to be finalised early 2019. Initial information gathering for the resilience stocktake has been completed,</p>

	<p>with the next steps being to work with NZTA to engage with territorial authorities on the project. It is anticipated that the Committee will be briefed on this work in May 2019.</p> <p>Road safety work is focusing on contributing to the development of the national road safety strategy and speed management. We have engaged a consultant to assist with identifying and addressing data and other such issues and exploring a regional speed management plan. The Committee is expected to be briefed on proposed development of a Regional Speed Management Plan in May 2019.</p>
<p>Regional Approach to Managing Natural Hazard Risk</p>	<p>The Canterbury Risk Reduction Working Group held two successful meetings in 2018, with the following milestones delivered:</p> <p>M1: Stocktake of roles and responsibilities</p> <p>M6: Assessment of LIR/LIM/PIM wording and processes across Canterbury</p> <p>M10: Stocktake of research</p> <p>M17: Alternative methods of communicating and engaging</p> <p>New priority milestones and a review of the Terms of Reference for the Working Group are in development.</p>
<p>Lyttelton Port Recovery Plan</p>	<p>Whakaraupō/Lyttelton Harbour Catchment Management Plan</p> <p>The Whakaraupō Governance Group has worked to establish governance and delivery mechanisms for the implementation of the plan. This includes in relation to the day-to-day leadership and mechanisms for community participation. The Whakaraupō Programme Manager began work in the new role in November 2018.</p> <p>New projects such as scoping the state of the takiwā/environment report, various erosion and sediment projects, and working with local schools to support initiatives that fit with the kaupapa/purpose of the plan have now started.</p> <p>Lyttelton Port - Cruise berth</p> <p>Eleven Certificates of Compliance associated with construction of the berth have been issued. This is based on the amended design plan for the proposed development. Previously issued Certificates of Compliance are no longer valid as the proposal has changed.</p> <p>The Regulation Hearing Committee made the decision on two resource consents in November 2018, and granted the deposition of dredged material and discharge of contaminants to Gollans Bay associated with the construction phase activities. A coastal permit to occupy the coastal marine area has also been granted that will authorise to accommodate the larger cruise ships.</p>
<p>Stormwater consents</p>	<p>Environment Canterbury is working with territorial authorities through a regional stormwater forum (established under the Mayoral Forum) to manage the resource consent process and establish good management practices to manage the effects of stormwater discharges from both existing and future urban areas on water quality (groundwater and surface water) and quantity (flooding and groundwater mounding).</p> <p>This approach facilitates integrated management of the effects of urban development on land and water, and seeks to improve the outcomes of existing developments. By holding a consent, territorial authorities can allow new development and redevelopment within the consented area without a separate consent being obtained from Environment Canterbury (subject to the developer</p>

meeting the requirements of the territorial authority under the consent, and relevant bylaws and infrastructure standards).

Consent applications are currently in process for Christchurch City (including the settlements in Banks Peninsula), Rangiora and the towns in Selwyn. Consents for other towns in Waimakariri are due to be developed later in 2019.

Selwyn District Council



District Plan Review

The District Plan Review (DPR) is still the main focus for the planning team and is coming along well. Overall the DPR continues to track well against both the scheduled work programme and also against budget.

The previous month has seen work continue on a number of Preferred Options reports while baseline reports and recommendations have become available for a number of larger pieces of work. Preferred Option reports still to come through to the District Plan Committee include: Natural Hazards – Flooding and Leeston Industrial.

There are also a number of post-engagement review reports to come through for a number of topics. The Project Team will be reporting back to DPC with the outcomes of any landowner, stakeholder, and public engagement to either confirm the endorsed Preferred Option or to recommend amendments to the Preferred Option prior to moving into the s32 Evaluation and Drafting Phase.

A number of topics are now ready for the s.32 Evaluation and Plan Drafting Stage. Most of the workstreams are tracking well.

Chapter development workshops began in February and continue through to mid-June 2019. A number of chapters are in second draft phase with accompanying s.32 analysis. Each chapter will be supported by a s32 Evaluation Report, which sets out the relevant resource management issues for the topic, including a description of how these issues have been identified, the relevant statutory and planning context, and a subsequent analysis of the options for addressing these issues in a district plan context. The expert economic assessments that are to be commissioned for specific chapters, or a combination of chapters, will provide additional evidential support for the Section 32 evaluation, which considers the likely environmental, economic, social and cultural costs and benefits of the draft provisions, as well as their overall effectiveness and efficiency.

Further detail and accessible information on the DPR can be viewed at <https://yoursay.selwyn.govt.nz/selwyndistrictplanreview>

The Have Your Say Selwyn engagement website is a key portal for information. This will be a significant point of contact for the public and over time will be a source of a lot of information and interaction.

Note: The timeframe for notification of the Proposed Selwyn District Plan has been extended to early 2020 to allow for the processes associated with the NPS-UDC and the National Planning Standards to be incorporated/addressed in the new District Plan where possible.

The Proposed Selwyn District Plan is expected to be largely completed by July 2019 with a view to notification of the Proposed Plan early 2020.

<p>Housing Accord / Special Housing Areas</p>	<p>With respect to the Geddes / Dryden Trust (now called Rolleston 72 – Acland Park) block this is consented for both land use and subdivision so it is now with the developer to bring it to market. A meeting was held last year with the new owner’s agents to discuss obtaining subdivision engineering approval for the development to proceed over the next 12 months. This is advancing. A variation to the initial subdivision layout has been lodged to address density and extent of reserve proposed in the original design. This is still being processed.</p> <p>With respect to South Farrington, we have consented all of the SHA area for land use and subdivision. This development is progressing rapidly and given they were only largely consented late 2016 the developer is making significant progress with road and services construction already completed for the development and the majority of houses constructed or under construction.</p> <p>So far as at February 2018, over 400 building consents have been issued for new dwellings within this subdivision. A further update will be provided on building consents for this SHA as soon as available.</p>
<p>Car parking strategy</p>	<p>A need was identified for Council to develop and implement a District Wide Parking Strategy. This would assist with the strategic management of existing, and the creation of new public parking resources as well as guiding District Plan requirements regarding private parking provision.</p> <p>Public consultation on the Car Parking Strategy ran for a 4 week period with submissions closing Friday 7th December 2018.</p> <p>A LGA hearing and deliberations occurred on 1 March 2019 and a hearing report/recommendation went to Council in April 2019.</p> <p>The Selwyn District Parking Strategy 2019 was adopted at the 10 April 2019 Council meeting.</p>
<p>Private Plan Change 59 – Wilfield subdivision, West Melton</p>	<p>Selwyn District Council has received a Private Plan Change request to rezone land in West Melton. The request relates to existing residential zoned land on the south side of West Melton known as ‘Wlifield’. The request seeks to rezone approximately 73.5 hectares of Living 2 and 2A zoned land to a Living WM South Zone.</p> <p>The requested changes provide for:</p> <ul style="list-style-type: none"> • A residential density in the Living 2 Zone that reflects the existing urban environment and; • A greater density of development, than that currently permitted, in the Living 2A Zone <p>The request generally seeks to reflect the densities of the currently subdivided area across the whole site. If approved it would result in the ability to provide for an additional 72 households beyond the existing zoned capacity.</p> <p>Staff reviewed the application for adequate information and it was accepted for public notification.</p> <p>The full plan change application can be downloaded from https://www.selwyn.govt.nz/pc59</p> <p>The Private Plan Change was notified and submissions closed at 5pm on Thursday 4 April 2019. Council received 18 submissions and 1 late submission.</p> <p>A summary of submissions is currently being prepared. Notification of the summary for further submissions is anticipated to occur in early May.</p>
<p>Private Plan Change 60 – Kirwee</p>	<p>Selwyn District Council has received a Private Plan Change request to rezone land in Kirwee. The request relates to existing residential zoned land on the northern side of Kirwee, to the east of the school.</p>

The request seeks to rezone approximately 17.9 hectares of Living 2A zoned land to Living 1. The requested change does not seek to introduce any new objectives, policies or rules into the District Plan. Rather it proposes to utilise the existing Living 1 zone rules to facilitate development of residential sections with an average minimum allotment size of 800m². If approved it would result in the ability to provide for 164 residential allotments, which is an additional 119 lots above the 46 that already have subdivision consent.

The application and ODP give a high level overview of the requested changes to the District Plan. It is noted that a portion of the site is consented for residential use and roading and pedestrian infrastructure is currently being put in place, creating non-vehicular connections from the site to the school and centre of the township. This is shown on the ODP provided as part of the application.

Staff are currently reviewing the application for adequate information. Once that is complete, and any relevant information required is received, the request will be reported to Council with a view to have it accepted for public notification.

We will have the full request on the Selwyn District Council's website soon.

Department of the Prime Minister and Cabinet



Anchor projects	<p>Canterbury Multi Use Arena</p> <p>Crown and Council continue to work on the investment case, which is expected to go to Cabinet mid-year.</p> <p>Metro Sports Facility</p> <p>CPB Contractors Limited is expected to begin construction in May.</p> <p>Te Pae</p> <p>All the primary structural steel now in place for Te Pae Christchurch. With this steel in place, it is now clear to see the full size and shape of what will be New Zealand's second largest conventions and exhibitions venue, which is on track to open late 2021.</p>
Christchurch Cathedral	<p>Christ Church Cathedral Reinstatement Limited is continuing to progress its work on reinstating the cathedral, which includes procuring consultants and preparing for the concept design phase of the project, which will be used for cost estimation, consenting and ultimately approval to proceed.</p>

Development Christchurch



New Brighton	<p>Christchurch Hot Pools</p> <p>Construction is well underway, project is on target for an early 2020 opening.</p> <p>Public Realm</p> <p>This joint effort between DCL and CCC is progressing with construction earmarked to commence later in the year and be complete before the opening of the Hot Pools in 2020.</p>
--------------	--

	<p>Commercial Core</p> <p>DCL continue to work with investors and developers in the amalgamation of key land holdings in the foreshore zone of the commercial core.</p>
Land development	<p>DCL's leading focus for Land Development is on the Kilmore Street (Old Convention Centre) site where we are in receipt of closed tender proposals.</p>