

Greater Christchurch Urban Development Strategy

Greater Christchurch Urban Development Strategy Implementation Committee AGENDA

Notice of Meeting:

A meeting of the Greater Christchurch Urban Development Strategy Implementation Committee will be held on:

Date: Friday 5 May 2017
Time: 9am
Venue: Council Chamber, Environment Canterbury, 200 Tuam Street

28 April 2017



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Committee Members

UDS Independent Chair

Bill Wasley

Christchurch City Council

Mayor Lianne Dalziel, Councillors Phil Clearwater and Sara Templeton

Environment Canterbury

Chairman David Bedford, Councillors Cynthia Roberts and Peter Skelton

Selwyn District Council

Mayor Sam Broughton, Councillors Malcolm Lyall and Mark Alexander

Waimakariri District Council

Mayor David Ayers, Councillors Kevin Felstead and Neville Atkinson

Te Rūnanga o Ngāi Tahu

Dr Te Maire Tau, Jane Huria and Gail Gordon

New Zealand Transport Agency (observer)

Jim Harland

Department of the Prime Minister and Cabinet (observer)

Kelvan Smith

Canterbury District Health Board (observer)

David Meates

(Co-opted) Tā Mark Solomon

Regenerate Christchurch (observer)

(Co-opted) Ivan Iafeta

UDS Implementation Manager

Keith Tallentire
ph 941 8590

Committee Adviser

Aidan Kimberley
ph 941 6566

1. Purpose

The UDSIC is a joint committee within the meaning of the Local Government Act 2002. In 2015 it absorbed additional functions from the former Recovery Strategy Advisory Committee established by the Canterbury Earthquake Recovery Authority in 2012.

Local authority members are Christchurch City Council, Waimakariri District Council, Selwyn District Council and Canterbury Regional Council. The joint committee has additional public body representation from tangata whenua and other agencies. It has been established to oversee implementation of the Greater Christchurch Urban Development Strategy (UDS), provide advice to the Minister for Canterbury Earthquake Recovery and ensure integration between earthquake recovery activity and longer term urban development activity, including:

- Providing clear and united leadership in delivering the UDS vision and principles;
- Promoting integration with the Recovery Strategy for Greater Christchurch, associated recovery plans and programmes including the implementation of the Land Use Recovery Plan (LURP) and Natural Environment Recovery Programme (NERP); and,
- Supporting the delivery of aligned tangata whenua objectives as outlined in Ngāi Tahu 2025 and the Mahaanui Iwi Management Plan 2013.

The Committee is a formal joint committee pursuant to the Local Government Act 2002, (Schedule 7, Section 30). The Local Authorities have resolved that the Committee is not discharged at the point of the next election period (in line with clause 30 (7) of schedule 7).

2. Membership

The local authorities and Te Rūnanga o Ngāi Tahu shall each appoint up to three representatives, including their respective Mayors, Chair and Kaiwhakahaere.

The Chief Executives of the Canterbury Earthquake Recovery Authority (CERA) and Canterbury District Health Board (CDHB), and the Regional Director of the New Zealand Transport Agency (NZTA) attend as observers and have speaking rights but in a non-voting capacity.

There shall be an Independent Chair (non-elected member), appointed by the Committee, who has speaking rights and voting capacity.

The standing voting membership is limited to 16 members (including the Independent Chair), but with the power to co-opt up to a maximum of two additional non-voting members where required to ensure effective implementation.

The Committee shall also appoint a Deputy Chair, who shall be elected at the commencement of each triennium, and who shall be a member of the Committee.

In accordance with Section 30A of Schedule 7 to the Local Government Act 2002, the quorum at a meeting of the Committee shall be eight voting members.

Other representatives of voting and non-voting organisations are permitted to attend meetings of the Committee; however attendance at any public excluded session shall only be permitted with the prior approval of the Chair. Likewise, speaking rights of other representatives at Committee meetings (whether in public session or not) shall only be granted with the prior approval of the Chair.

3. Meeting Frequency

Monthly, or as necessary and determined by the Independent Chair.

Notification of meetings and the publication of agendas and reports shall be conducted in accordance with the requirements of Part 7 of the Local Government Official Information and Meetings Act 1987.

4. Committee Delegations

The UDS Implementation Committee is delegated the following functions in support of its overall purpose:

General

- Overseeing implementation of the UDS and recovery documents, including the LURP, NERP and associated documents, such as the Greater Christchurch Transport Statement
- Advising the Minister for Canterbury Earthquake Recovery and the Canterbury Earthquake Recovery Authority on the development and implementation of the Recovery Strategy and any associated matters, including programmes, plans, projects, systems, processes and resources led by CERA or any other central government agency for the purposes of the recovery of greater Christchurch (as defined in the Canterbury Earthquake Recovery Act 2011)
- Ensuring the integration between the UDS and any of the foregoing matters
- Ensuring organisational systems and resources support implementation
- Monitoring and reporting progress against actions and milestones
- Managing any risks identified in implementation
- Identifying and resolving any implementation inconsistencies arising from partner consultation processes
- Facilitating consultation and establishing forums as necessary to support implementation and review
- Periodically reviewing and recommending any adjustments to the UDS and recovery documents, including the LURP and NERP.

Specific

- Selecting and appointing an Independent Chair and Deputy Chair
- Taking responsibility for implementing any actions specifically allocated to the Committee
- Implementing a Memorandum of Understanding, as adopted by the Committee for each triennial period, to provide and maintain partnership relationships and provide for the resolution of any conflict
- Advocate for statements of intent of council owned companies to be aligned to implementation of the UDS and recovery documents, including the LURP and NERP where appropriate.
- Champion integration and implementation through partner strategies, programmes, plans and policy instruments (including the Regional Policy Statement, Regional and District Plans, Long Term Plans (LTPs), Annual Plans, transport programmes and triennial agreements) and through partnerships with other sectors such as health, education and business.
- Establish protocols to ensure that implementation, where necessary, is consistent, collaborative and/or coordinated to achieve optimal outcomes.
- Making submissions, as appropriate, on Government proposals and other initiatives relevant to the implementation of the UDS and recovery documents, including the LURP and NERP.

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Standing Items

1. Apologies

An apology was received from Mayor Lianne Dalziel.

2. Declarations of Interest

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

3. Deputations by Appointment

There were no deputations by appointment at the time the agenda was prepared.

4. Confirmation of Previous Minutes

That the minutes of the Greater Christchurch Urban Development Strategy Implementation Committee meeting held on [Friday, 7 April 2017](#) be confirmed (refer page 8).

Greater Christchurch Urban Development Strategy

Greater Christchurch Urban Development Strategy Implementation Committee OPEN MINUTES

Date: Friday 7 April 2017
Time: 9am
Venue: Council Chamber, Environment Canterbury, 200 Tuam Street

Present

Chairperson Bill Wasley
Members Chairman David Bedford, Environment Canterbury
Councillor Cynthia Roberts, Environment Canterbury
Councillor Peter Skelton, Environment Canterbury
Mayor Sam Broughton, Selwyn District Council
Councillor Mark Alexander, Selwyn District Council
Mayor David Ayers, Waimakariri District Council
Deputy Mayor Kevin Felstead, Waimakariri District Council
Councillor Neville Atkinson, Waimakariri District Council
Mayor Lianne Dalziel, Christchurch City Council
Councillor Phil Clearwater, Christchurch City Council
Councillor Sara Templeton, Christchurch City Council
(Non-voting member) Jim Harland, New Zealand Transport Agency
(Non-voting member) Tā Mark Solomon, Canterbury District Health Board
(Non-voting member) Kelvan Smith, Greater Christchurch Group (DPMC)
(Non-voting member) Ivan Iafeta, Regenerate Christchurch

6 April 2017

Keith Tallentire
UDS Implementation Manager

Aidan Kimberley
Committee and Hearings Advisor
941 6566
aidan.kimberley@ccc.govt.nz

The agenda was dealt with in the following order.

Co-opt Additional Member

Committee Resolved GCUC/2017/00020

That the Greater Christchurch Urban Development Strategy Implementation Committee co-opt Ivan Iafeta (Regenerate Christchurch) as a non-voting member until the adoption of the Committee's new Terms of Reference.

Peter Skelton/Phil Clearwater

Carried

1. Apologies

Committee Resolved GCUC/2017/00021

That the apologies from Lisa Tumahai and Malcolm Lyall, apology from Mayor Lianne for lateness, and apologies from Neville Atkinson and Mark Solomon for early departure be accepted.

Neville Atkinson/Kevin Felstead

Carried

2. Declarations of Interest

There were no declarations of interest recorded.

3. Deputations by Appointment

- 3.1 Matt Doocey, Member of Parliament for Waimakariri, addressed the Committee and presented a petition signed by himself and 1,021 others in support of adding a third southbound lane to the Waimakariri Motorway Bridge.

Committee Resolved GCUC/2017/00022

That the Greater Christchurch Urban Development Strategy Implementation Committee:

1. Receives the petition.

Neville Atkinson/Sara Templeton

Carried

- 3.2 Ali Jones, Chair, and Emma Norrish, Deputy Chair, – Papanui-Innes Community Board, addressed the committee regarding the impact on housing and access in affected communities with respect to altered and increased traffic flows both as a consequence of the downstream effects of the Northern Arterial Motorway and of housing intensification

- 3.3 Kay Robertson, local resident, addressed the Committee regarding item 5 – Christchurch Northern Access – Transport Options.

- 3.4 Pubudu Senanayake addressed the Committee on behalf of Generation Zero regarding item 5 – Christchurch Northern Access – Transport Options.

Committee Resolved GCUC/2017/00023

That the Greater Christchurch Urban Development Strategy Implementation Committee:

1. Thanks Matt Doocey, Ali Jones and Emma Norrish, Kay Robertson, and Pudubu Senanayake for their deputations.

Mark Alexander/Cynthia Roberts

Carried

4. Confirmation of Previous Minutes

Committee Resolved GCUC/2017/00024

Committee Decision

That the minutes of the Greater Christchurch Urban Development Strategy Implementation Committee meeting held on Friday, 3 March 2017 be confirmed.

Peter Skelton/Sam Broughton

Carried

5. Christchurch Northern Access - Transport Options

Jim Harland and Michael Blyleven, from the New Zealand Transport Agency (NZTA), delivered a presentation on this item. Key issues raised during the presentation include:

- Population growth north of the Waimakariri River is putting strain on the transport network. The positioning of the busy motorway on-ramp just prior to the Waimakariri Bridge makes the bridge a bottleneck, contributing to unreliable travel times.
- Approximately 85% of journeys made on this section of motorway are in single occupancy vehicles. As population growth continues this behaviour will be increasingly unsustainable. Any network changes therefore need to encourage travel behaviour change.
- Incorporating a *High Occupancy Vehicle Lane* (HOV Lane) into the current Northern Arterial project will be cheaper than building the third lane as a standalone project at a later date.
- Commuters crossing the bridge disperse to a number of destinations throughout the city making it difficult to plan other less flexible 'mass transit' systems such as commuter rail but these options are still being considered as part of a strategic business case.

During the discussion which followed the presentation, the following points were raised:

- The HOV lane on Auckland's North Shore has been very successful at encouraging travel behaviour change. New technology is also emerging that will allow for more effective enforcement of the HOV lane.
- The census data used in the presentation for understanding travel demands will be out of date, a problem which is likely to be further exacerbated as workers return to the central city. The data also needs to consider travel routes as well as destinations. The Committee was assured that this has been considered and the NZTA land use forecasts include provisions for returning employee numbers as part of the Christchurch central city rebuild. The Committee emphasised the importance of encouraging travel behavioural change. The NZTA representatives advised that the HOV lane will support the Urban Development Strategy goal of providing a range of travel choices.

David Bedford moved, seconded by Sam Broughton, that the Greater Christchurch Urban Development Strategy Implementation Committee:

1. Support the construction of a 3rd southbound motorway lane across the Waimakariri Bridge and a separated cycleway.
2. Support the provision for a High Occupancy Vehicle lane between Tram Road and Queen Elizabeth II Drive to be potentially used by a combination of T2 vehicles, buses and freight.
3. Note that the construction can be included as part of the Northern Arterial project delivered through the Christchurch Northern Corridor Alliance.
4. Note that a multi-modal solution is proposed that will improve travel time reliability and safety and provide improved travel choices for higher occupancy vehicle use, public transport and cycling.
5. Note that there will be additional related financial implications for other partners should the matter proceed, including park and ride facilities, changes to public transport services and supporting cycle facilities in Waimakariri District.

With the consent of the mover and seconder the motion was withdrawn and replaced with the following:

Committee Resolved GCUC/2017/00025

That the Greater Christchurch Urban Development Strategy Implementation Committee:

1. Support the construction of a 3rd southbound motorway lane across the Waimakariri bridge subject to the inclusion of:
 - a. a separated cycleway; and
 - b. a high occupancy vehicle (HoV) lane between Tram Road and Queen Elizabeth II Drive.
2. Note that a multi-modal solution is proposed that will improve travel time reliability and safety and provide improved travel choices for higher occupancy vehicle use, public transport (including dedicated express services) and cycling.
3. Note that the construction can be included as part of the Northern Arterial project delivered through the Christchurch Northern Corridor Alliance.
4. Note that there will be additional related financial implications for other partners should the matter proceed, including park and ride facilities, changes to public transport services, supporting cycle facilities in Waimakariri District.
5. Note that the proposal may potentially create heavier traffic loads on the road network downstream from the motorway which will have financial implications for the Christchurch City Council.

David Ayers/David Bedford

Carried

The meeting adjourned at 11:01am and resumed at 11:16am.

Lianne Dalziel left the meeting at 11:01 am.

Mark Alexander left the meeting during the adjournment and returned at 11:18am.

Neville Atkinson left the meeting at 11:44 am.

Tā Mark Solomon left the meeting at 11:46 am.

6. Settlement Pattern Review

Keith Tallentire delivered a presentation summarising the proposed Settlement Pattern Review. During the discussion of this item the following points were raised:

- Councillor Peter Skelton commented that the existing land use framework from the Land Use Recovery Plan is reflected in the Regional Policy Statement, and this provides land available for greenfield development through to 2028. It might be necessary to review chapter 6 of the Regional Policy Statement. In the interim it might be possible to amend the Regional Policy Statement to extend the boundaries for greenfield development to those agreed as part of the original Urban Development Strategy process and shown by way of an infrastructure boundary on Map A.
- Provisions in the Resource Legislation Amendment Act 2017 may also assist this process.
- Mayor David Ayers commented that the Waimakariri District Council's District Development Strategy, which precedes the District Plan Review process, is currently out for consultation. Results of the consultation may signal a need for a review of the Regional Policy Statement. There should be time to consider this before the full District Plan Review opens for statutory consultation in 2019.
- Mayor Sam Broughton indicated support for the suggestion to review the Regional Policy Statement but indicated that there is time sensitivity with the District Plan Review process being undertaken by the Selwyn District Council.
- Staff advised that the capacity for a Regional Policy Statement review may be less than expected due to the work needed under the National Policy Statement for Urban Development Capacity.
- Staff advised that a review of the Urban Development Strategy boundaries are not part of the scope for this work, but might arise later.
- An additional resolution was added to request advice from the Chief Executives Advisory Group regarding how Regional Policy Statement issues might be addressed given the capacity required for existing District Plan Review projects, the Settlement Pattern Review and the requirements under the National Policy Statement on Urban Development Capacity.

Committee Resolved GCUC/2017/00026

That the Greater Christchurch Urban Development Strategy Implementation Committee:

1. Endorses the Settlement Pattern Review project scope and assumptions as outlined in this report.
2. Notes the initial assessment of the project resource requirements and the planned delivery arrangements.
3. Notes the role of the Project Review Group and the Chief Executives Advisory Group in overseeing project delivery and ensuring timely reporting to this Committee on key milestones.
4. Seeks advice from the Chief Executive Advisory Group in respect of the RPS, District Plan Reviews and the National Policy Statement on Urban Development Capacity/Settlement Pattern Review project, concerning the time frames for those matters, and what alignment or otherwise may arise, and how that can be resolved.

Peter Skelton/David Ayers

Carried

Sara Templeton left the meeting at 11:58 am.

Cynthia Roberts left the meeting at 12:03 am.

7. Regeneration Protocol

Ivan Iafeta spoke to this item. An outline was provided of some of the work currently being done including:

- Regenerate Christchurch is working with the Christchurch City Council on South Shore and it is possible that a Regeneration Plan will be developed for that area. Regenerate Christchurch is also investigating the best approach to encourage regeneration in New Brighton.
- Development Christchurch Limited is working with the Ministry of Education on the Redcliffs School site.
- Minister Brownlee has approved Regenerate Christchurch's approach for developing a Regeneration Plan for the Ōtākaro Avon River corridor.

The Committee discussed the importance of satisfying the requirement in the Greater Christchurch Regeneration Act to justify why it is necessary to use powers under that Act, and added a note to the resolution to address this.

Chairperson Bill Wasley reminded the Committee that any recommendations from the Committee to Regenerate Christchurch are recommendations to the Board, and should not be seen as directives to Ivan as the Chief Executive.

Committee Resolved GCUC/2017/00027

That the Greater Christchurch Urban Development Strategy Implementation Committee:

1. Adopt the draft *Regeneration Protocol* (Attachment A) subject to any changes made at the meeting
2. Note that the adopted protocol will be incorporated into the wider Communications Protocol that is currently being developed for Committee consideration and which would form part of a Memorandum of Agreement for the Committee.
3. Note that when proposing to use powers under the Greater Christchurch Regeneration Act it is necessary to satisfy the provisions of the Act relating to justifying why it is necessary to use that legislation.

Peter Skelton/Cynthia Roberts

Carried

8. Advice from the Chief Executives Advisory Group on a revised Memorandum of Agreement for the Committee

Committee Resolved GCUC/2017/00028

That the Greater Christchurch Urban Development Strategy Implementation Committee:

1. Endorse the revised Memorandum of Agreement as outlined in Attachment B to this report.
2. Recommend that the Canterbury Regional Council (ECan), Christchurch City Council, Waimakariri District Council, Selwyn District Council, Canterbury District Health Board and Te Rūnanga o Ngāi Tahu:
 - a. Approve the revised Memorandum of Agreement as set out in **Attachment B**
 - b. Delegate responsibility to the Chief Executives Advisory Group to make any minor non-material amendments to the agreement, and to execute the Agreement.

- c. Note that from the date the agreement is executed the committee's name will change from the Greater Christchurch Urban Development Strategy Implementation Committee to the Greater Christchurch Partnership Committee, and that the committee is working with Ngāi Tahu to develop a Māori component as part of its new name.
- d. Delegate to the Greater Christchurch Partnership Committee the authority to adopt a Māori component of its name.
- e. Note that the Greater Christchurch Partnership Committee has delegated authority to confirm the final Communications Protocol referenced in the Memorandum of Agreement and incorporate it into the Agreement.
- f. Resolve under Schedule 7 Clause 30(7) of the Local Government Act 2002 that the Greater Christchurch Partnership Committee is not discharged following triennial general elections, in accordance with paragraph 4.4 of the Memorandum of Agreement.

Councillor Mark Alexander/Councillor Phil Clearwater

Carried

9. The Productivity Commission's 'Better Urban Planning' Report Committee Resolved GCUC/2017/00030

That the Greater Christchurch Urban Development Strategy Implementation Committee:

1. Note the report.

Mark Alexander/Kevin Felstead

Carried

10. Urban Development and Regeneration update

The Committee was made aware of a typographical error in the Development Christchurch Limited update at the bottom of page 66 of the agenda, which states that construction on the *Peterborough Quarter* site will start in mid-2017. This should instead say that construction is due to begin in mid-2018.

Committee Resolved GCUC/2017/00031

Committee

That the Greater Christchurch Urban Development Strategy Implementation Committee:

1. Note the report and receive the attached Urban Development and Regeneration update.

Sam Broughton/Kevin Felstead

Carried

Meeting concluded at 12:08pm.

CONFIRMED THIS 5TH DAY OF MAY 2017.

**BILL WASLEY
CHAIRPERSON**

5. Alignment issues regarding timeframes for the Settlement Pattern Review and district plan review processes

Reference: 17/417161

Contact: Keith Tallentire ktallentire@greaterchristchurch.org.nz 941 8590

1. Purpose of Report

Purpose of Report

- 1.1 The purpose of this report is to provide advice to the Committee from the Chief Executives Advisory Group (CEAG) on alignment issues regarding the timeframes for completing the Settlement Pattern Review and associated district plan review (DPR) processes.

2. Relationship to Partnership Objectives

- 2.1 A Settlement Pattern Review (as part of an overall strategy review) is outlined in Priority Action C in the 2016 Strategy Update and supports the implementation of other Priority Actions (A, B, G, K).

3. Staff Recommendations

That the Greater Christchurch Urban Development Strategy Implementation Committee:

1. Note the advice from the Chief Executives Advisory Group on alignment issues regarding the timeframes for completing the Settlement Pattern Review and associated district plan review processes.
2. Agree not to undertake an interim change to the Canterbury Regional Policy Statement at this stage and await the completion of the capacity assessment and the outcome of discussions by Selwyn District Council as to any amended approach or timeframes for its district plan review process.

4. Context

- 4.1 The Committee endorsed the scope and broad approach for completing the Settlement Pattern Review at its last meeting on 7 April 2017.
- 4.2 The Settlement Pattern Review will deliver on the requirements of the National Policy Statement on Urban Development Capacity (NPS) and meet the NPS timeframes to:
 - complete a housing and business development capacity assessment by December 2017
 - complete a Future Development Strategy by December 2018
 - include minimum targets for housing within the Canterbury Regional Policy Statement (CRPS) and proportionally incorporate these targets into District Plans by December 2018. (NB. Despite the above deadlines it should be noted that Policy PA1 of the NPS requires that local authorities shall ensure that at any one time there is sufficient short, medium and long term development capacity).
- 4.3 The Committee considered the above timeframes and sought CEAG advice whether there was a need to make earlier changes to the CRPS to ensure that district plan review processes underway in Selwyn and Waimakariri districts are not unnecessarily constrained by the current (greenfield) provision in the CRPS, notably Map A in Chapter 6.
- 4.4 The Committee passed a resolution to *seek CEAG advice in respect of the RPS, District Plan Reviews and the National Policy Statement on Urban Development Capacity/Settlement Pattern*

Review project, concerning the time frames for those matters, and what alignment or otherwise may arise, and how that can be resolved.

5. Background

- 5.1 Chapter 6 and Map A was inserted into the CRPS through the Land Use Recovery Plan (LURP) and ensured there was sufficient provision for development through to 2028 through identified greenfield priority areas and targets for intensification.
- 5.2 The projected infrastructure boundary shown on Map A corresponds to the 2041 settlement pattern envisaged as part of the earlier Proposed Change 1 process. Given the shorter timeframes of the LURP not all of the areas within the projected infrastructure boundaries of some Selwyn and Waimakariri townships were included as greenfield priority areas. This relates to significant areas within the Rolleston and Rangiora projected infrastructure boundaries and lesser areas for the townships of Kaiapoi and Woodend. The area within the projected infrastructure boundary of Christchurch City was all identified as greenfield priority areas and zoning for each of these areas was considered through the recent replacement district plan process.
- 5.3 Map A is included for reference as **Attachment A** to this report.
- 5.4 A suggestion made at the meeting of UDSIC was to change the CRPS, potentially using one of the new approaches projects included in the RMA1991 through the Resource Management Legislation Act.
- 5.5 The proposed change could potentially extend the provision of greenfield priority areas to encompass all the land within the identified projected infrastructure boundary. This would not zone the land but enable consideration of zoning through district plan review (DPR) processes.

6. CEAG Advice to the Committee

- 6.1 The matter was discussed at the meeting of CEAG on 19 April 2017.
- 6.2 Key points and concerns raised by staff and with which CEAG concurred are:
 - awaiting the findings of the housing and business development capacity assessment will mean partners better understand if there is a real constraint and how significant this might be.
 - there is minimal existing evidence to clearly demonstrate the additional land within the projected infrastructure boundary is (commercially) feasible as required by the NPS.
 - there is potential for legal challenge without robust evidence and information to support the need for any change.
 - the potential for the settlement pattern review and DPR processes to prefer alternative locations for development capacity provision to that within the projected infrastructure boundary.
 - potentially completing the settlement pattern review (future development strategy) sooner than December 2018 (as required by the NPS) to better align with DPR timeframes.
 - the costs and staff resource to complete a change to the CRPS and whether this would impact the completion of the settlement pattern review.
 - the CRPS will inevitably need amending following completion of the settlement pattern review and to undertake two changes in relatively quick succession is not efficient.

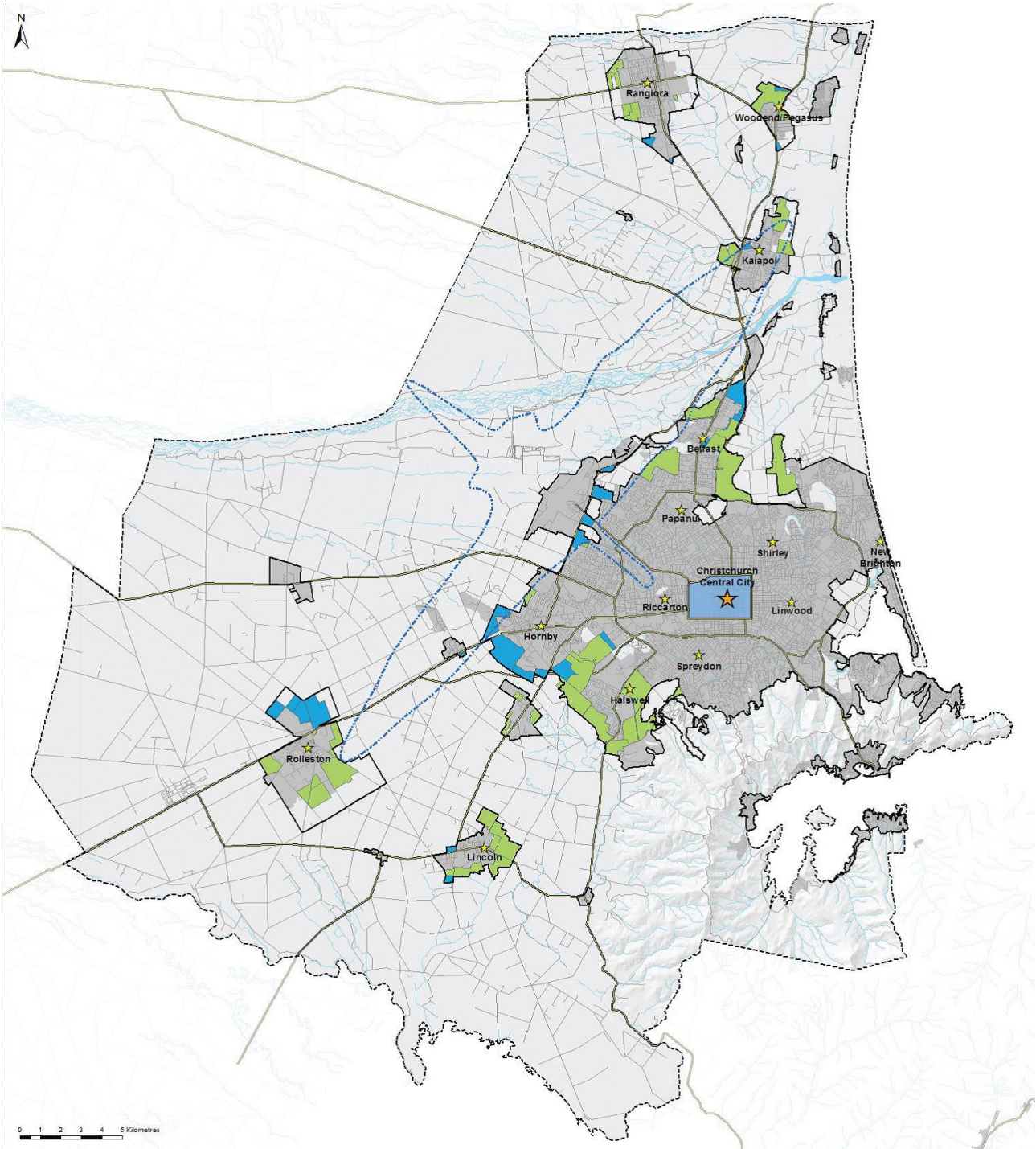
- 6.3 Selwyn District Council (SDC) is further ahead in undertaking its DPR. The current timeframe agreed by SDC is for public notification in mid to late 2018. In light of the NPS and the settlement pattern review SDC staff are currently reviewing the timeframes to ensure a well-managed and robust review can occur. These conversations are at an early stage and have not yet altered the adopted DPR programme.
- 6.4 Waimakariri District Council (WDC) is currently planning on undertaking non-statutory DPR engagement towards the end of 2019 and is perhaps less impacted by the NPS timeframes. The WDC District Development Strategy will likely be complete by the end of 2017 and will help inform the settlement pattern review.

CEAG Advice

- 6.5 Considering the points outlined in paragraph 6.2 CEAG advice is not to undertake an interim CRPS change at this stage and await the completion of the capacity assessment and the outcome of discussions by SDC as to any amended approach or timeframes for its DPR process.

Attachments

No.	Title	Page
A ↓	Map A, Chapter 6, Canterbury Regional Policy Statement	20



6. UDS Partnership submission on the Urban Development Authorities discussion document

Reference: 17/416526

Contact: Keith Tallentire ktallentire@greaterchristchurch.org.nz 941 8590

1. Purpose of Report

Purpose of Report

- 1.1 The purpose of this report is to seek endorsement of a submission on the Urban Development Authorities discussion document released by the Ministry of Business, Innovation and Employment (MBIE).

2. Relationship to Partnership Objectives

- 2.1 The proposed role of an Urban Development Authority (UDA) could potentially support the implementation of the strategic goals outlined in the Greater Christchurch Urban Development Strategy.

3. Staff Recommendations

That the Greater Christchurch Urban Development Strategy Implementation Committee:

1. Subject to any amendments made by the Committee, endorse the content of the submission included as Attachment A to this report.
2. Delegate responsibility to the Independent Chair to make any minor amendments necessary ahead of the submission being provided to the Ministry of Business, Innovation and Employment.

4. Context/Background

Context

- 4.1 At its meeting in February 2017 the Committee resolved to prepare a submission on the MBIE *Urban Development Authorities discussion document*.
- 4.2 Key UDS submission points have been prepared and were considered by the Senior Managers Group at its meeting on 11 April 2017, and by the Chief Executives Advisory Group on 19 April 2017.
- 4.3 The submission points have also been assessed in relation to their alignment with the draft submissions and feedback from individual partners.
- 4.4 Partners preparing individual submissions include Christchurch City Council, Environment Canterbury and the Canterbury District Health Board.

Background

- 4.5 The Urban Development Authority discussion document was released on 14 February 2017, and is open for submissions until Friday 19 May 2017.
- 4.6 The Government has identified a number of issues relating to the urban environment:
 - Low housing supply.

- Rising house costs.
- Difficulties in meeting expected population growth.
- The impacts of housing market imbalances on national economic performance.
- Challenges of increasing productivity in cities.
- Declining urban areas.

The key challenges when addressing these issues identified by the Government include:

- the lack of statutory authority for Crown involvement in regional or local urban planning.
- territorial authorities are not required to take into account the national interest when making decisions about urban development.
- limited coordination of planning at national through to local scales for large scale urban development.
- the difficulties of assembling fragmented land.

4.7 The proposed response to these issues and challenges is the enactment of legislation which would allow for the establishment of Urban Development Authorities, responsible for delivering large scale urban development projects.

4.8 The full Discussion Document, a Regulatory Impact Assessment and associated stakeholder guides are available at:

<http://www.mbie.govt.nz/info-services/housing-property/consultation/urban-development-authorities>

Proposed Legislation

4.9 The Government is proposing legislation which will allow central government and territorial authorities to allocate more enabling development powers to identified urban development projects. These projects will have been identified as being highly complex, or strategically important at national or local levels.

4.10 A two stage process is proposed, commencing with the establishment of an urban development project, and then the preparation of a development plan.

4.11 Once potential areas for development are identified by central government and/or territorial authorities, the Urban Development Authority (UDA) and the lead development entity are selected. UDA's may be either existing or newly formed public entities, and may be appointed to undertake the functions of both the UDA and the lead development entity. The proposed functions of each of these entities are shown in the table below.

Urban Development Authority Functions	Lead Development Entity Functions
<ul style="list-style-type: none"> • Identify potential development projects • Coordination of UDA activity • Authorising the use of development powers 	<ul style="list-style-type: none"> • Planning within the development project • Controlling investment decisions relating to land in the development project • Procuring development of land in the development project • Design, marketing and financing of development project

Table 1. UDA and Lead Development Entity Functions

- 4.12 If a UDA is appointed to undertake all functions, it may choose to delegate some of these. The UDA cannot delegate authority for the exercise of development powers, and the UDA will remain responsible for any delegated functions.
- 4.13 Development plans will then be prepared collaboratively by the UDA, community, local government, iwi, local business owners and infrastructure providers. Development powers are available to the UDA until strategic objectives are met and the project is complete.

5. Partnership submission

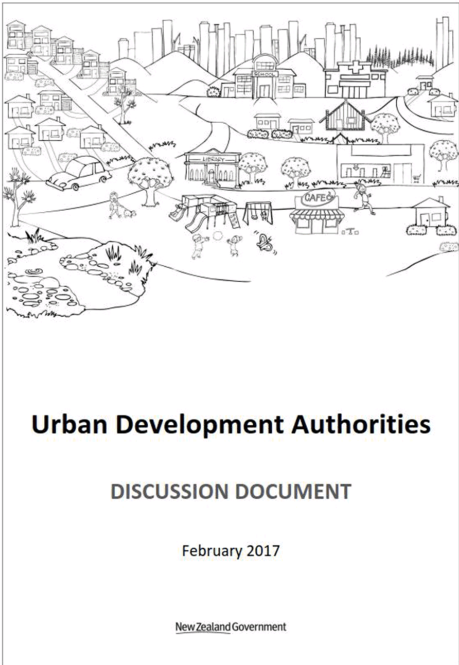
- 5.1 The draft Partnership submission is included as **Attachment A**.
- 5.2 The submission supports elements of the proposal but states that without further clarity around proposals at present, or understanding the culture of how UDA's might operate in practice, there are some key amendments and greater clarity required in some areas before proposals are progressed further through new legislation.
- 5.3 Summary points expanded on throughout the draft submission are that the Partnership:
 - i. Commends the government for promoting the importance of well-functioning cities and their role in the wellbeing and living standards of New Zealanders.
 - ii. Does not support the extent to which powers override other legislation and statutory documents.
 - iii. Seeks greater involvement of respective regional councils and local iwi in decision making during both the establishment phase and preparation of development plans.
 - iv. Supports the right of veto and public governance aspects of the proposal as a fundamental requirement to be included in any subsequent legislation
 - v. Does not support the transfer to a UDA of consenting powers or powers to reconfigure or revoke reserve status of land
 - vi. Seeks greater clarity on the funding and financing of UDAs and development projects, including the implications for council debt levels and the resultant liabilities following the disestablishment phase of a UDA
 - vii. Seeks wider applicability for the role of UDAs, including opportunities for smaller scale but strategically significant developments and the delivery of transport orientated developments.

Attachments

No.	Title	Page
A ↓	Draft UDS Partnership submission on the Urban Development Authorities discussion document	24

Submission by the
Greater Christchurch Urban Development Strategy Partnership on
Urban Development Authorities Discussion Document (February 2017)

May 2017



To:

Construction and Housing Markets, BRM
Ministry of Business, Innovation and Employment
PO Box 1473
WELLINGTON 6140
Attention: Urban Development Authorities consultation

Name of Submitter:

Greater Christchurch Urban Development Strategy Partnership
c/o Bill Wasley: Independent Chair

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Submission:

This is the Greater Christchurch Urban Development Strategy (UDS) Partnership's submission on the Urban Development Authorities discussion document (February 2017). The content of the submission follows overleaf.

Submissions from individual UDS Partners are also being made and may cover more specific issues relating to their territorial areas or functions.

Signed:

Bill Wasley
Independent Chair
Greater Christchurch Urban Development Strategy Implementation Committee

Greater Christchurch Urban Development Strategy Partnership submission on the draft Urban Development Authorities discussion document (February 2017)

Introduction

This submission is presented by the Independent Chair on behalf of the Greater Christchurch Urban Development Strategy Partnership (“the UDS Partnership”). The Partnership is overseen by the Implementation Committee (“the UDSIC”), a joint committee comprising Environment Canterbury (ECan), Christchurch City Council (CCC), Selwyn District Council (SDC), Waimakariri District Council (WDC), Te Rūnunga o Ngāi Tahu (TRoNT), the Canterbury District Health Board (CDHB), as well as the New Zealand Transport Agency (NZTA), the Department of the Prime Minister and Cabinet Greater Christchurch Group (DPMC GCG) and Regenerate Christchurch in an observer capacity.

The Urban Development Strategy outlines a 35 year growth management and implementation plan for the Greater Christchurch sub-region¹ and has been a key source document in the development of both the Land Use Recovery Plan and the Christchurch Central Recovery Plan under the Canterbury Earthquake Recovery Act (CER Act).

The UDS Partnership and individual UDS Partners have made submissions on previous documents covering related matters, including the DIA Building Sustainable Communities discussion document and various urban planning based inquiries of the Productivity Commission.

Submissions on this Discussion Document are also being made by individual UDS Partners and reiterate some of the comments made herein as well as covering more specific issues relating to their territorial areas or functions. This submission is intended to provide a strategic response, principally in relation to the overall intent of the document and the concept of Urban Development Authorities.

Greater Christchurch and the UDS

Greater Christchurch is the largest urbanised area in the South Island. Historically, the Greater Christchurch sub-region has grown in a more dispersed form leading to a number of negative community outcomes. A desire to more sustainably manage future growth across the sub-region resulted in moves by local government in the sub-region to initiate a growth management strategy.

The UDS was developed and adopted by the then partner councils (Environment Canterbury, Christchurch City Council, Banks Peninsula District Council, Selwyn District Council, Waimakariri District Council) and Transit New Zealand (now the New Zealand Transport Agency, NZTA) between 2004 and 2007. The goal was to prepare an agreed strategy for the Greater Christchurch sub-region to make provision for sustainable urban and rural development for the next 35 years. The adopted strategy was launched by the then Prime Minister in July 2007. The Strategy has now been the foundation for sub-regional planning over four electoral cycles.

Strategy focus

An important feature of the UDS is to provide a sustainable urban form and protect the peripheral rural communities that lie close to Christchurch City. The vision for Greater Christchurch by the year 2041 is a vibrant inner city and suburban centres surrounded by thriving rural communities and towns. Part of this vision is the implementation of an integrated planning process for growth management supported by the efficient and sustainable delivery of new infrastructure.

The UDS supports a fundamental shift in growth management from focusing largely on accommodating low-density suburban residential development in greenfields areas to supporting a compact and balanced urban form that enhances both urban and rural living. It considers the

¹ The Greater Christchurch sub-region covers the eastern parts of Waimakariri and Selwyn District Councils and the metropolitan area of Christchurch City Council, including the Lyttelton Harbour Basin.

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complexity and inter-relationships of issues around land-use, transport, and infrastructure including community facilities, while incorporating social, health, cultural, economic and environmental values.

The UDS and Earthquake Recovery and Regeneration

The recovery of greater Christchurch from the earthquakes of 2010 and 2011 has necessitated widespread review of the strategies, plans and programmes that existed pre-earthquakes. In the context of land-use planning the two principal documents prepared under the CER Act are the *Land Use Recovery Plan* (LURP) and the *Christchurch Central Recovery Plan* (CCRP). The former has directly, or subsequently through statutory direction, made significant amendments to regional and territorial authority plans. This includes in particular:

- inserting a new chapter within the Regional Policy Statement to provide greater planning certainty and enable the recovery and rebuilding of Greater Christchurch
- confirming and expediting Christchurch City Council's intention to undertake a full review of its City and District Plans into a single replacement plan which will comprehensively address resource management recovery needs in Christchurch.

It is noteworthy that when analysing these Recovery Plans the fundamental tenets of the UDS have remained unchallenged and that work undertaken pre-earthquake to implement such principles provided a strong starting point before being reviewed through a post-earthquake lens.

Whilst much of the attention in relation to the UDS, both pre- and post-earthquake has been around its land use planning objectives, the strategy and its collaborative governance arrangements take a much broader view across economic, social, cultural and environmental well-being with an overall principle of 'sustainable prosperity'.

This holistic nature of the UDS Partnership enabled CERA and the Minister for Canterbury Earthquake Recovery to quickly and confidently engage with strategic partners on recovery related matters through the establishment of an advisory committee which mirrored the UDS governance structures.

The Greater Christchurch Partnership

The Partnership is in the process of renewing its role and purpose. It is currently seeking ratification from its voting member partners to a new Memorandum of Agreement (including amended Terms of Reference) which also simplifies its name to the Greater Christchurch Partnership.

This helps position the Partnership to take on the visible and collaborative leadership role required of local agencies following the transition of Government's role to one of supporting Greater Christchurch regeneration. It also recognises the role of the Partnership in endorsing and overseeing the implementation of associated initiatives, including the Resilient Greater Christchurch Plan, adopted in July 2016.

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Submission Points on UDA discussion document

The Partnership:

- ☐ Commends the government for promoting the importance of well-functioning cities and their role in the wellbeing and living standards of New Zealanders.
- ☐ Does not support the extent to which powers override other legislation and statutory documents.
- ☐ Seeks greater involvement of respective regional councils and local iwi in decision making during both the establishment phase and preparation of development plans.
- ☐ Supports the right of veto and public governance aspects of the proposal as a fundamental requirement to be included in any subsequent legislation
- ☐ Does not support the transfer to a UDA of consenting powers or powers to reconfigure or revoke reserve status of land
- ☐ Seeks greater clarity on the funding and financing of UDAs and development projects, including the implications for council debt levels and the resultant liabilities following the disestablishment phase of a UDA
- ☐ Seeks wider applicability for the role of UDAs, including opportunities for smaller scale but strategically significant developments and the delivery of transport orientated developments.

Context

- a. The Partnership recognises the need for a suite of tools to facilitate appropriate urban development, and that existing legislative structures are not producing optimal and timely outcomes for New Zealand's cities. However, without further clarity around proposals at present, or understanding the culture of how UDA's might operate in practice, there are some key amendments and greater clarity required in some areas before proposals are progressed further through new legislation.
- b. The Partnership has supported the concept of locally based and governed Urban Development Authorities in previous submissions. UDAs can be a valuable mechanism to support the implementation of spatial planning approaches and deliver regeneration outcomes within identified communities. Given recent experience in Canterbury, a collaborative approach to supporting urban development is suggested as a good model to learn from. The language used and message to the community is important, and we suggest that rather than Urban Development Authorities, the title 'Urban Development Partnerships' or similar be used for these new entities. This better captures the working approach between relevant agencies, the private sector and the community. Similar arrangements, including 'Public Private Partnerships', have a more positive connotation than a new 'Authority' in the New Zealand context.
- c. The Greater Christchurch area continues to benefit from specific legislation and agencies to support recovery and regeneration following the Canterbury earthquakes. Some of the powers and functions of these approaches have similarities to aspects of a UDA, albeit for a time-limited

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period. Depending on when any new legislation is enacted, careful consideration would be required to ensure that the relatively complex local planning environment and the regeneration activities currently underway are not further complicated.

- d. The Partnership acknowledges the context of wider urban planning reform that Government has initiated in recent years and in which this proposal sits. UDAs represent a new tool and opportunity more focussed at the delivery level, complementing the more development enabling approaches outlined in the new National Policy Statement on Urban Development Capacity and the HASHA Act.
- e. The Partnership broadly agrees with the issues identified in the introduction to Section 2 of the document that prompt the need for legislation in support of urban transformation. It highlights the supporting information contained in the associated Regulatory Impact Assessment (RIS). The reasons behind the challenges presently faced in transforming urban environments are not all regulatory and certainly not all resulting from the actions of local government. The market is not delivering and the capacity and capability in the building sector also need attention. Paragraph 16 of the RIS highlights the sectors “requirements to create a return on capital and to manage risk profiles focuses private developers on ‘quick wins’ or high profit projects, rather than creating sustainable communities or providing affordable housing”.
- f. The Partnership therefore supports any moves that shift from a historic reliance on urban expansion through greenfield subdivision on the fringes of urban areas to an approach which favours greater redevelopment in existing urban areas.
- g. Any use of UDAs needs to be holistic in its approach by considering how any redevelopment is integrated within the wider urban area and how it contributes to the cited goals of a ‘vibrant and liveable city’ with ‘urban environments that are attractive, culturally rich, and provide a wide range of easily accessible amenities’.
- h. The range of powers that might be bestowed through the formation of a UDA are broad and as currently outlined enable such an entity to circumvent normal processes. While these may be needed and appropriate to effect change in some circumstances they should be used sparingly, after due consideration of other approaches and in order to deliver significant public good objectives.

Key submission points

Provisions to override other legislation and statutory documents

- 1. It is unclear in the discussion document why the new legislation regarding UDAs should fall outside of the mandate of the RMA. The Partnership is concerned that this could result in poorer community outcomes as a result of adopting a system that has few upfront requirements for providing for people’s social, economic and cultural wellbeing and minimising any negative effects of development on people and the surrounding environment.

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2. It is submitted that the strategic objectives set for a UDA, and the planning and land-use decision-making that follows, should not be able to override matters in Part 2 of the RMA and should incorporate the matters covered in sections 61, 66 and 74 of the RMA.
3. Further, the strategic objectives that establish a UDA should not be misaligned with the strategic objectives outlined in any respective spatial plan, Regional Policy Statement or District Plan. It may be necessary for the UDA strategic objectives to be inconsistent with certain policies, methods and rules contained in these documents but such flexibilities would need to be rigorously evidenced as part of the establishment stage.
4. The same concerns exists in relation to the proposed powers to ensure long term plans, regional land transport plans and other statutory documents are consistent with the strategic objectives set for a development project. Ensuring alignment and consistency between plans and strategic objectives is logical and not at issue, but providing powers which override the existing functions and responsibilities of public agencies appears unnecessary and is not supported, particularly with the currently proposed primacy of UDA strategic objectives.

Role of regional councils and local iwi

5. The role and ability of the respective regional council and local iwi to shape and determine a proposed UDA is not strong enough given the powers that might be provided to a UDA.
6. Larger scale developments projects are likely to have sub-regional and regional impacts outside of the respective territorial authority boundary. The Partnership does not support the proposal that development plans might override regional plans and regional policy statements, without the explicit agreement of the regional council.
7. UDAs should be established in a spirit of partnership through collaboration and involvement with Government of not just the respective territorial authority. On-going engagement with the relevant regional council and iwi through the development phase should be embedded in any new legislation.
8. The proposal narrows the rights and interests of iwi and hapū, and dismisses the legitimate rights, relationships and kaitiaki responsibilities of mana whenua to the places, landscapes, resources, waters, species and other taonga that exist in their whole takiwā, including publicly owned and council owned lands. The RMA and other legislation, including claims settlements, protect those rights and interests and ensure a role for mana whenua in decisions affecting them. The proposed inclusion of a compulsory principle within the strategic objectives of UDA development projects does not adequately replace these formal statutory requirements.
9. Ngāi Tahu whānui, and other iwi and hapū, have invested an enormous amount of time, knowledge, hard work and patience in their interactions with local authorities within the frameworks established under current legislation. The achievements of this mahi have been carefully negotiated agreements of environmental and cultural provisions in councils' plans, strategies and other documents. The Partnership is concerned that the proposed powers of UDAs could take away any certainty that these requirements will be adhered to, thus jeopardising these commitments and relationships.

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10. It is therefore submitted that the respective regional council and local iwi be integral to the 'agreement to consult' step, when agreeing the content of an Order-in-Council and in preparing the development plan.

Local determination

11. The right of veto by a territorial authority is a critical aspect of the proposal and the Partnership would not support any legislation which removed or weakened this provision.
12. The Partnership supports the intention that only Government and local government can be proposers of a UDA proposal and that only public agencies can be allocated UDA development powers.
13. Given the extent of work that would likely be required as part of an initial assessment it would seem appropriate that at a very early stage any proposals from Government are fully canvassed with the respective local authority to avoid significant abortive work on proposals that are clearly unsupported by local government.

Consenting powers and other powers

14. The Partnership does not support a UDA having consenting or enforcement powers. The need for transferring those responsibilities to UDAs has not been sufficiently proven and could have logistical and administrative consequences for all parties, and could confuse and dilute responsibilities under the RMA with environmental implications.
15. Regional and territorial consenting processes are highly systematised and provide the appropriate checks and balances to ensure development is enabled in a timely manner but with appropriate oversight. It is unlikely that a UDA will have the level of technical expertise and supporting systems in place to make this process any more efficient or streamlined. This weakness of the current proposal is highlighted in paragraphs 73-80 of the RIS.
16. Equally, the ability for a UDA to make changes to reclassify, revoke or exchange reserves land is not supported. The development plan will identify the need for any changes to reserves within the boundaries of a development project and where appropriate these can be facilitated by the existing authority with the powers to make such changes.
17. The Partnership supports the proposal for UDAs to be able to use a power of compulsory acquisition and that this unifies the purposes for which land can be acquired under the provisions of various statutes. The suggested arrangements for the value of compensation to be calculated as if the development project had never commenced is an important aspect of capturing the value of the development project for public good rather than private benefit. Equally, removing the 'offer back' obligations is pragmatic step to ensure the development can be effectively delivered. Landowners can choose to take an equity stake in the development to realise a return on investment.
18. The Partnership also supports the associated powers to assist land amalgamation, including the ability to remove inhibiting covenants and easements on land.

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Funding and financial arrangements

19. The funding and financial aspects of the proposals in the discussion document are not very well detailed. The discussion document has not sufficiently outlined alternative funding options promoted in other research, including the recommendations of the Productivity Commission to embed land value capture mechanisms and consider options across a broader taxation basket. Paragraphs 123-128 of the RIS outline this issue but do not provide a robust assessment of alternatives.
20. The concept of a UDA being able to borrow from lenders, issue bonds, or create joint venture or co-investment arrangements (that do not impact council debt levels) would allow for financing that might not otherwise be available to a public body and so is an attractive option.
21. Allowing UDAs to levy a targeted infrastructure charge may assist the development project but should not be seen in isolation of establishing an overall community levy that is reasonable and equitable. There will be an opportunity cost associated with the funding levies placed on a development area and these factors may not be included within the decision making of a UDA.
22. It is of interest to note that the proposal cites councils as having the structures and collection systems to obtain any levies and it is this justification that should apply for the powers of consenting discussed above.
23. The Partnership recommends that a further and independently authored piece of work provide a more in-depth and wide ranging assessment of funding approaches to support urban transformation, including the role this plays in relation to Urban Development Authorities.

Application of UDAs

24. The discussion document suggests that the role of UDAs is particularly suited to larger and long term development projects. The Partnership sees a wider applicability for the role of UDAs, including opportunities for smaller scale but strategically significant developments and the delivery of transport orientated developments.
25. The current stages as outlined in the document are suited to larger UDA projects as they will require significant resourcing before and during their establishment. Small to medium scale opportunities would need a more streamlined assessment and targeted consultation process and the powers available should be commensurate with the scale of the project.
26. For these reasons the Partnership favours a criteria-based approach for determining the applicability of a UDA for a given project.
27. The Partnership also sees a potential role for UDAs to be used to address necessary land-use change to facilitate transformative infrastructure projects, help manage the risks from natural hazards and as a mechanism to transition areas experiencing irreversible urban decline.
28. The Partnership supports the ability for a UDA to be applied in areas identified for future urban development (and that may at the time not be zoned for such purposes) so long as they are identified in a spatial planning document endorsed by the respective regional and local council.

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29. The Partnership supports the project specific nature for determining UDAs but highlights the risk that such an approach might have to the enduring knowledge and expertise across an urban area. Early strategic thinking how any entity that is established can transition over time to be the vehicle for more than one UDA project would help maintain a core body of skilled personnel.

Additional submission points

Establishment Stage	Any initial assessment should be undertaken by the respective territorial authority, in liaison with central government officials.
	The initial assessment may still be a significant task to undertake a robust assessment. A cost share arrangement should be part of early discussions prior to this stage and reflect whether the proposal is initiated by Government or local government.
	Clarity is required on what signifies a project of national significance. As an example, the RIS suggests the issue of Auckland housing supply and affordability is of national significance but for any UDA proposal in Auckland to potentially fall under this classification and avoid a local authority veto is of concern.
	The Minister should not be able to unilaterally alter a proposal before it is presented to the Governor-General.
Development Plan Stage	Independent Commissioners should be jointly appointed by Government and the respective local authority.
	The Minister should seek the views of the respective regional and local councils on the Commissioners recommendations prior to deciding whether to adopt the Development Plan.
	There should be an ability for the Minister to refer any matters back to Commissioners for reconsideration prior to the Minister's final decision.
Creation of the UDA entity and lead development entity	Government should consider establishing an establishment fund to enable either the UDA or the lead development entity to be established in a timely manner.
Terminology	Throughout the document there appear to be inconsistencies in the roles and decision-makers at any given point, particularly when using the term Government (and whether this is central government or central and local government). As submitted in the key points above UDAs should be based on the principle of Partnership and decisions should be made jointly by the public agencies involved.
Powers for compulsory acquisition	It is unclear that the existing powers for compulsory acquisition for urban renewal purposes are sufficient. With the current definition of urban renewal it is questionable whether more commercially-orientated or mixed-use redevelopments would be captured.
	The use of existing compulsory acquisition powers for urban renewal purposes is minimal. Clear guidance on this matter, irrespective of any UDA legislation is crucial to give confidence in its use.

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7. An Accessible City implementation update

Reference: 17/418928

Contact: Keith Tallentire ktallentire@greaterchristchurch.org.nz 941 8590

1. Purpose of Report

Purpose of Report

- 1.1 The purpose of this report is to outline the intent and purpose of the An Accessible City chapter of the Christchurch Central Recovery Plan and provide an update on implementation. This report has been prepared at the requested of the Chief Executives Advisory Group (CEAG).

2. Relationship to Partnership Objectives

- 2.1 Priority Action (k) from the 2016 Strategy Update relates to 'Improve transport system performance and travel choices in Greater Christchurch'.

3. Staff Recommendations

That the Greater Christchurch Urban Development Strategy Implementation Committee:

1. Receives the information in the report.

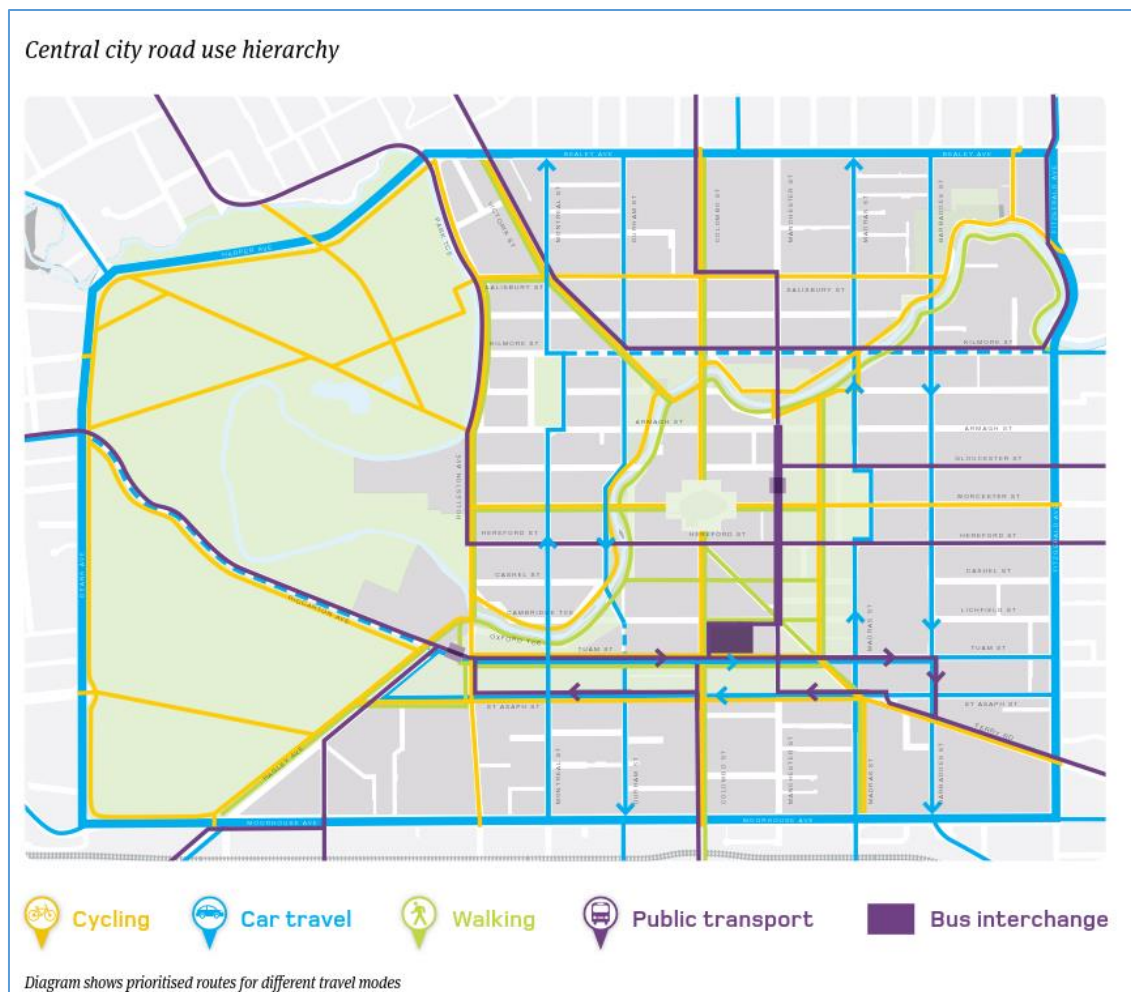
4. Context/Background

- 4.1 An Accessible City (AAC) was gazetted in October 2013 and replaces the transport pages in the Christchurch Central Recovery Plan (CCRP) that was notified in July 2012. Both the CCRP and the transport component outlined in AAC are consistent with the UDS vision for a vibrant central city for Greater Christchurch.
- 4.2 The document was developed collaboratively by the Canterbury Earthquake Recovery Authority (CERA), Christchurch City Council, Environment Canterbury, the New Zealand Transport Agency (NZTA), and Te Rūnanga o Ngāi Tahu.
- 4.3 Objective statements under each section of AAC are reproduced below:

Accessibility	The buildings, open spaces, streets and facilities within the central city will be safe, accessible and people friendly.
Transport options	The new central city will be a great place to live, work, play, learn and visit. It will be more attractive and compact, and will offer a wider range of activities. The central city transport system will provide a range of travel options that are flexible and resilient, able to accommodate projected population growth as well as supporting growth in travel by public transport, walking and cycling. Opportunities to future-proof the system through the use of new and smart technologies will be explored.
Walking	Creating better streets for pedestrians will help attract shoppers, residents and visitors, and so support businesses to re-establish themselves in the central city.
Cycling	Cycling will be encouraged in the central city. Routes for both commuter and recreational cyclists will offer good connections from the wider city into the central city and the Core.
Main streets	Victoria Street and Colombo Street south will be significant shopping and business streets. To reflect this function, these streets will be

	redeveloped as 'Main Streets', with enhanced streetscapes that support retail and mixed-use development.
Bus interchange and public transport	Public transport routes and infrastructure will encourage bus travel to and from the central city with capacity for a significant increase in bus use in the coming decades.
Car travel	A network of distributor streets will provide efficient access for vehicles to destinations within the central city. Vehicle speeds will be managed to support the high-quality redevelopment that is intended for the central city.
Parking and service access	Well-located car parking that is readily accessible off distributor streets, but does not dominate city streets, is essential to an accessible city.
Wayfinding	New bilingual signage (English and Te Reo Māori), wayfinding systems, interpretation mapping and information about the car parks available will be developed to help motorists, cyclists and pedestrians find their way around the central city.

- 4.4 A key mechanism outlined in AAC to achieve these objectives is a road use hierarchy approach that identifies different preferred routes to access the central city depending on how people choose to travel. This was included in the AAC consultation draft and is also consistent with the City Council's *Christchurch Strategic Transport Plan*.



4.5 In relation to this road user hierarchy, AAC states:

- The streets with multiple main bus routes will be prioritised for buses, and other vehicles will be encouraged onto 'distributor' streets.
- Pedestrian facilities will be improved across the central city, and particularly in the Core, on Main Streets, within the Frames and within Te Papa Ōtākaro/Avon River Precinct.
- Prioritised cycle routes connected to the wider Christchurch cycle network will provide good access to the central city and the Core. Other streets will provide for cyclists where possible.
- Vehicles travelling into the central city and the Core will be encouraged onto distributor streets that lead off the avenues. Most of the existing one-way streets will be retained to ensure vehicles can access the central city easily. Tuam Street will become a west–east one-way street to replace the Oxford Terrace/Lichfield Street one-way.
- The avenues themselves will be upgraded to improve travel around the central city.
- This road use hierarchy provides a one-network approach to minimise mode conflicts and provide more enjoyable journeys for different types of users.

4.6 Key changes to give effect to this road hierarchy include:

- Altering previous one-way and two-way street configurations through the central core.
- Introducing a slow inner core of 30km/h and encouraging non-central city traffic to surrounding Avenues.
- Greater allocation of street corridors for segregated cycle lanes, pedestrians and improved streetscapes with increased tree planting.
- Prioritised bus access to support the Bus Interchange and superstops for the Health Precinct and on Manchester Street.

4.7 An Accessible City has two "daughter" plans that support its implementation – a Central Christchurch Parking Plan, approved by Christchurch City Council in 2015, and a Streets and Spaces Design Guide, prepared by CERA and endorsed by the City Council in 2015.

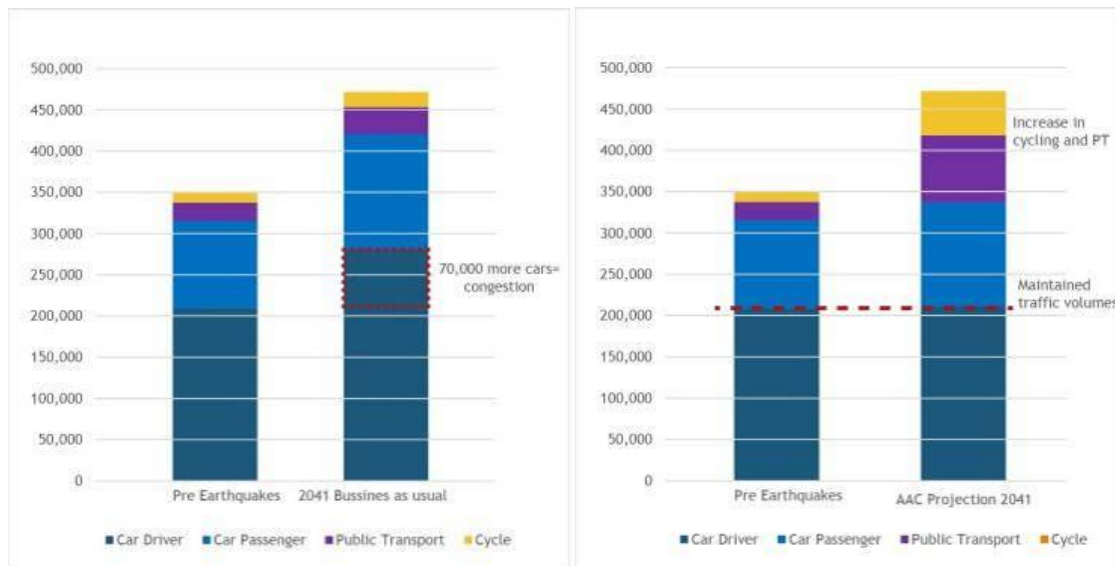
4.8 These documents are publicly available at:

<http://ceraarchive.dpmc.govt.nz/sites/default/files/Documents/an-accessible-city-replacement-transport-chapter-october-2013.pdf>
<https://ccc.govt.nz/assets/Documents/Transport/Improvements-planning/CentralParkingPlan2015.pdf>
<http://resources.ccc.govt.nz/assets/the-rebuild/streetsandspacesdesignguidejune2015.pdf>

4.9 An Accessible City supports the CCRP overall objectives for the future development of central Christchurch:

- A city that is used by people for a diverse range of activities, day and night.
- A compact commercial core which enables people and businesses to exchange ideas and engage in commercial activity, and which maximises access to and connections between a range of complementary activities.
- A range of central city living options to support a diverse projected residential population of 20,000 people.
- High quality public spaces.
- A mix of uses of the city's built environment reflecting the organic diversity of cities that have successfully developed over time.
- A local identity that reflects the past while embracing new opportunities.
- An investment environment as stable and commercially viable as other Australasian cities.
- Allowing the central city to continue to evolve in the future.

- 4.10 Not all of the public realm improvements being undertaken in the central city fall within the AAC programme. Notably, works in conjunction with implementing the Te Papa Ōtākaro/Avon River precinct, the South and East Frame laneways, and footpaths bordering some other anchor projects sit outside the AAC programme of works.
- 4.11 A key aspect of An Accessible City is the planned network design capacity. AAC seeks to maintain projected vehicle traffic volumes broadly at pre-earthquake levels with the projected growth in trips to the central city associated with the CCRP being matched by increases in the levels of public transport usage, cycling, carpooling and walking.



5. Implementation of An Accessible City

- 5.1 A Programme Business Case was prepared by CERA for a 20+ year programme of AAC schemes, Phase 1 of which was valued at \$72m and was the subject of a cost share agreement between the City Council (\$27m), the Crown (\$27m) and NZTA (\$18m).

Phase 1 Projects

- 5.2 Phase 1 projects were identified by having a strong emphasis on supporting the Anchor Projects (especially the Bus interchange, Avon River Precinct, Health Precinct and Retail Precinct), achieving early benefits with regard to improved mode choices and a compact city core, and offering the best value by linking with the SCIRT underground utilities repair programme.
- 5.3 Phase 1 projects are shown in **Attachment A** and fall into three packages of work:

Package 1:

Project	Key features
Hospital Corner early works	<ul style="list-style-type: none"> Convert Tuam Street to one-way eastbound (to replace the traffic functionality of parts of Oxford Terrace) Extend St. Asaph Street one-way westbound to Hagley Park Oxford Terrace closed to all but local access vehicles as part of Te Papa Ōtākaro/Avon River precinct

	<ul style="list-style-type: none"> • New two way bus stop for Hospital on Tuam Street • Two-way separated cycle lane on section of St. Asaph linking to Hagley Park shared path
Hagley Avenue/ Lincoln Road/ Moorhouse Avenue	<ul style="list-style-type: none"> • Hagley Avenue becomes one-way southbound between Selwyn Street and Moorhouse Avenue • Hagley Avenue and Moorhouse Avenue intersection changes and improved cycle crossing and path (linking to Major Cycle Routes network) • Improved shared pedestrian / cycle path through Hagley Park parallel to Hagley Avenue; • Pedestrian crossing safety and amenity improvements near to Hospital
COMPLETED	

Package 2:

Project	Key Features
Tuam Street	<p>Durham Street to Barbadoes Street, section of Manchester Street (south of Lichfield Street):</p> <ul style="list-style-type: none"> • Convert Tuam Street to one-way eastbound between Durham Street and Barbadoes Street • Separated cycle lane eastbound on the north side of Tuam Street from Durham Street to east of High Street • Prioritised bus movements towards the Bus Interchange including signalised entrance to ensure safety for all users • Streetscape enhancements within new 30km/h zone
Lichfield Street	<p>Durham Street to Manchester Street:</p> <ul style="list-style-type: none"> • Convert Lichfield Street to two-way operation from just east of the Cambridge Terrace/Durham Street intersection as far as Madras Street intersection. • New 'Barnes Dance' pedestrian crossing at the intersection of Colombo Street/Lichfield Street to access Bus Interchange • Provide northern access to the new Bus Interchange to and from Manchester Street, with pedestrian and bus priority. • Preferred vehicle access route to retail precinct car parking and the northern access to Justice and Emergency Precinct. • Streetscape enhancements within new 30km/h zone
Colombo Street	<p>Hereford Street to St.Asaph Street:</p> <ul style="list-style-type: none"> • Convert Colombo Street into a pedestrian and cycle-friendly street through the 30 km/h core • Streetscape design along the frontage of Bus Interchange to enhance appearance and accessibility • Separated cycle lanes on both sides of the Colombo Street between St Asaph Street and Lichfield Street
SUBSTANTIALLY COMPLETED	

Package 3:

Project	Key features
Hospital Corner final works	<ul style="list-style-type: none"> Construction of new Bus superstop on Tuam Street Separated cycle lane and pedestrian improvements along St. Asaph Street, Antigua Street and Tuam Street (west of Durham Street) Gateway streetscape improvements into new slow core and Te Papa Ōtākaro/Avon River Precinct and Health Precinct. Significant streetscape enhancements
Durham Street/ Cambridge Terrace	<ul style="list-style-type: none"> Remains busy main distributor street, but lower speed 1 way southbound traffic maintained, other than for new 2 way (Lichfield to Tuam) adjacent to new Justice and Emergency Services Precinct New two-way north-south shared cycle and pedestrian path on east side of Durham Street / Cambridge Terrace between Armagh Street and Cashel Street Significant streetscape and tree planting enhancements to integrate with adjacent Te Papa Ōtākaro/Avon River Precinct
Manchester Street	<ul style="list-style-type: none"> Construction of new Bus superstops to serve north Core and East Frame either side of Worcester Street North-south bus priority corridor along Manchester Street High amenity public realm and tree lined boulevard
Partially completed – works being undertaken by Ōtākaro Ltd	

- 5.4 The early works to implement the slow core through new 30km/h signage are supplementary works to these Phase 1 package of schemes and have been implemented following a direction from the Minister in December 2014, altering the Council's speed limit bylaws for this purpose. A further set of works to Fitzgerald Avenue twin bridges also feature as part of the Phase One package of works but are currently paused due to ongoing monitoring of the existing bridge structures.

Phase 2 Projects

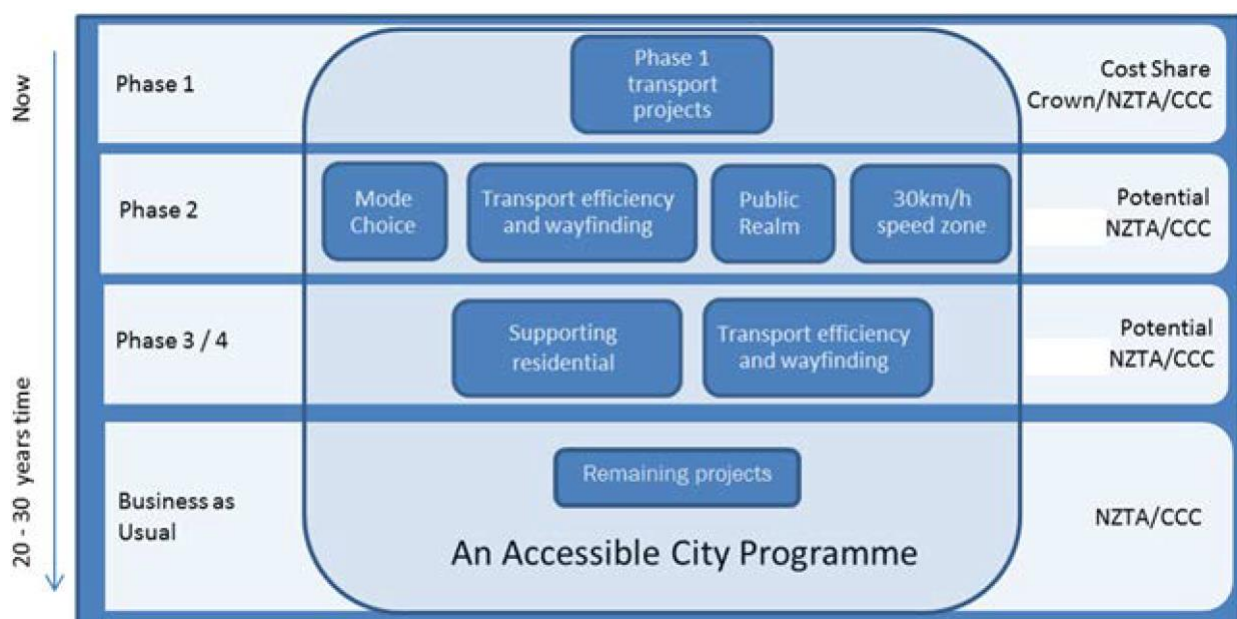
- 5.5 The Phase 2 programme of AAC works is starting to be implemented by the City Council under the 2015-18 LTP. The first scheme completed has been the St Asaph Street cycleway and associated streetscape enhancements. Crown funding ceases following completion of the AAC Phase 1 programme. Therefore, all further AAC-led works commencing with Phase 2 will need to be funded under normal Council and NZTA transportation and roadworks funding arrangements.
- 5.6 Phase 2 of AAC is broadly split into projects focussed primarily on enhancing transport mode choices, safety and network efficiency improvements, along with projects focussed primarily on restoring the public realm / streetscapes in the central core.
- 5.7 Phase 2a projects are shown in **Attachment B** and include:
- St Asaph Street – a separated westbound cycleway along St Asaph Street between Ferry Road and Antigua Street.

- 30km/h Slow Core – further implementation of engineering measures supporting the 30km/h speed limit in the Inner Core (commenced with Phase One).
- Kilmore Street - two way conversion between Park Terrace and Fitzgerald Avenue.
- Salisbury Street - two way conversion between Park Terrace and Barbadoes Street including separated cycle facilities (to be implemented jointly with the Kilmore Street works)
- Victoria Street Improvements - improved pedestrian environment and streetscape enhancements to support the new 30km/h speed zone, integrating with the forthcoming two way conversion of Kilmore and Salisbury Streets by improved intersections, improved PT and cycling priority. The package of works to be achieved through a reduction in general through traffic movements, by making associated improvements to Montreal Street and Bealey Avenue.
- Riccarton Avenue - bus priority lane on the southern side of Riccarton Avenue, extending from the vicinity of the Hagley Oval to the Deans Avenue intersection (associated with both AAC and Riccarton Road/Western Corridor bus priority).
- Central City Wayfinding - commencing implementation of a wayfinding strategy for the central city with a phased package of measures over the next few years to improve wayfinding into and around the central city for all modes, including car park wayfinding.

5.8 In July 2016, following adoption of the City Council's 2016/17 Annual Plan (on 23 June 2016) and amended LTP (2015-25), two additional projects were added to the Phase 2 initial programme of works, as follows:

- Hereford Street – to deliver the AAC vision for improved streetscape and traffic function to support the 30km/h zone between Oxford (Cambridge) Terrace and Madras Street.
- Ferry Road - to deliver the AAC vision for improved streetscape and traffic function between St Asaph Street and Fitzgerald Avenue and completion of the separated cycleway that connects the separated cycleway under construction on St Asaph Street with the Heathcote Expressway major cycle route.

5.9 The broad intent of later phases of AAC (where nominally five phases of works are envisaged) are shown in the diagram below, with indicative timeframes in the following map of the central city.



- 5.10 The timeframes for future phases of works will be determined as part of the City Council's 2018-2028 Long Term Plan process.

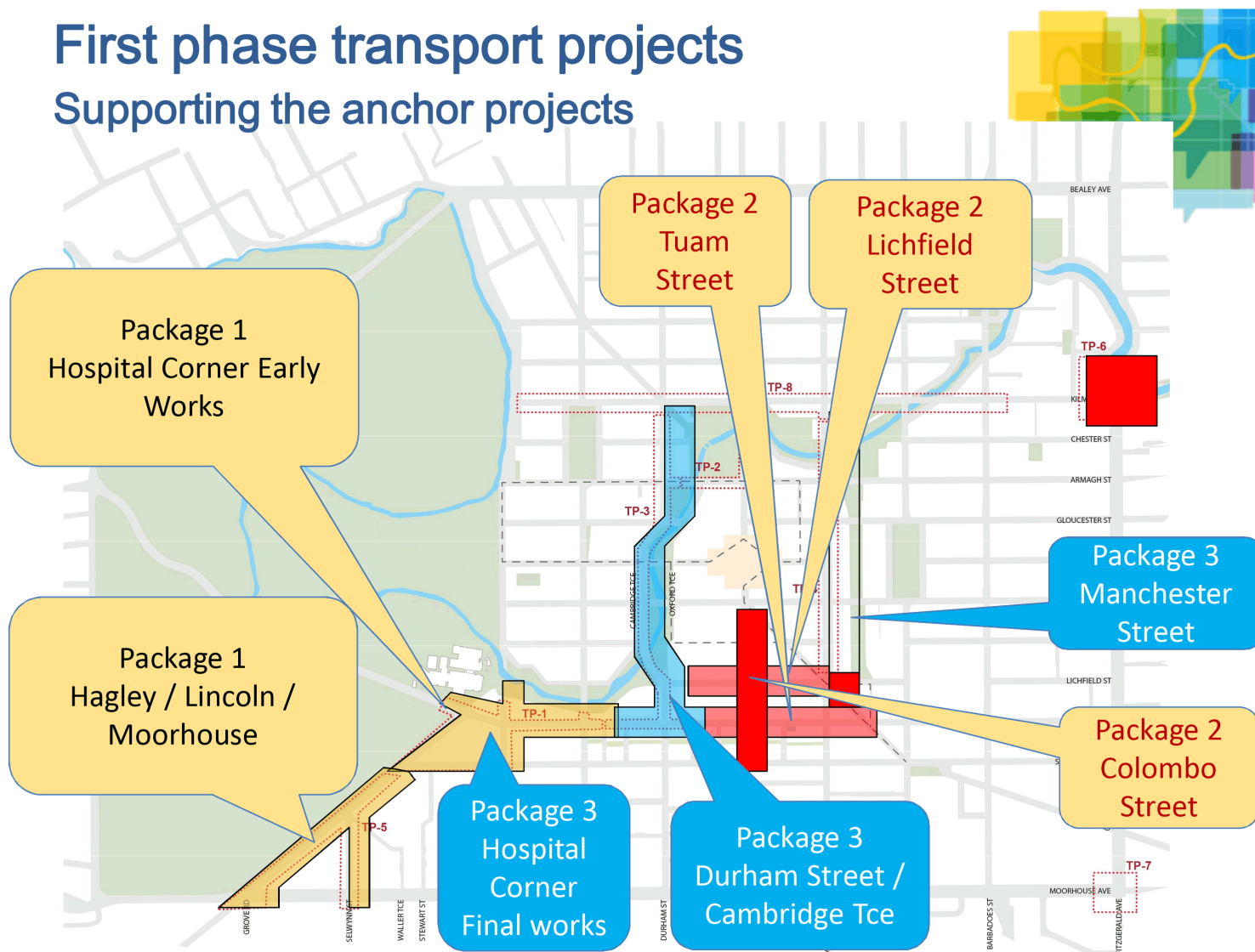
6. Recent discussions regarding of An Accessible City implementation

- 6.1 In March 2017 a meeting requested by central city business owners, developers and stakeholders with the Mayor and Chief Executive of Christchurch City Council, the Chief Executive of Ōtākaro and respective staff. This followed previous meetings with the Canterbury Employers' Chamber of Commerce (CECC) in November 2016 and February 2017.
- 6.2 A number of themes and specific issues have been raised through these meetings and have been subsequently reported in the media, including:
- ongoing roadworks are detrimental to business access and therefore footfall and trade;
 - the reduction in on-street parking and interaction with the timing of new off-street parking provision
 - concerns with the design and associated impacts of certain streetworks
 - a general lack of awareness about what AAC is trying to achieve and who is accountable.
- 6.3 In response, Christchurch City Council has undertaken to continue engagement with central city businesses and to review the built design elements of completed works including parking bay build-outs, loss of on-street-carparks, lane widths, speed limits and kerb design.

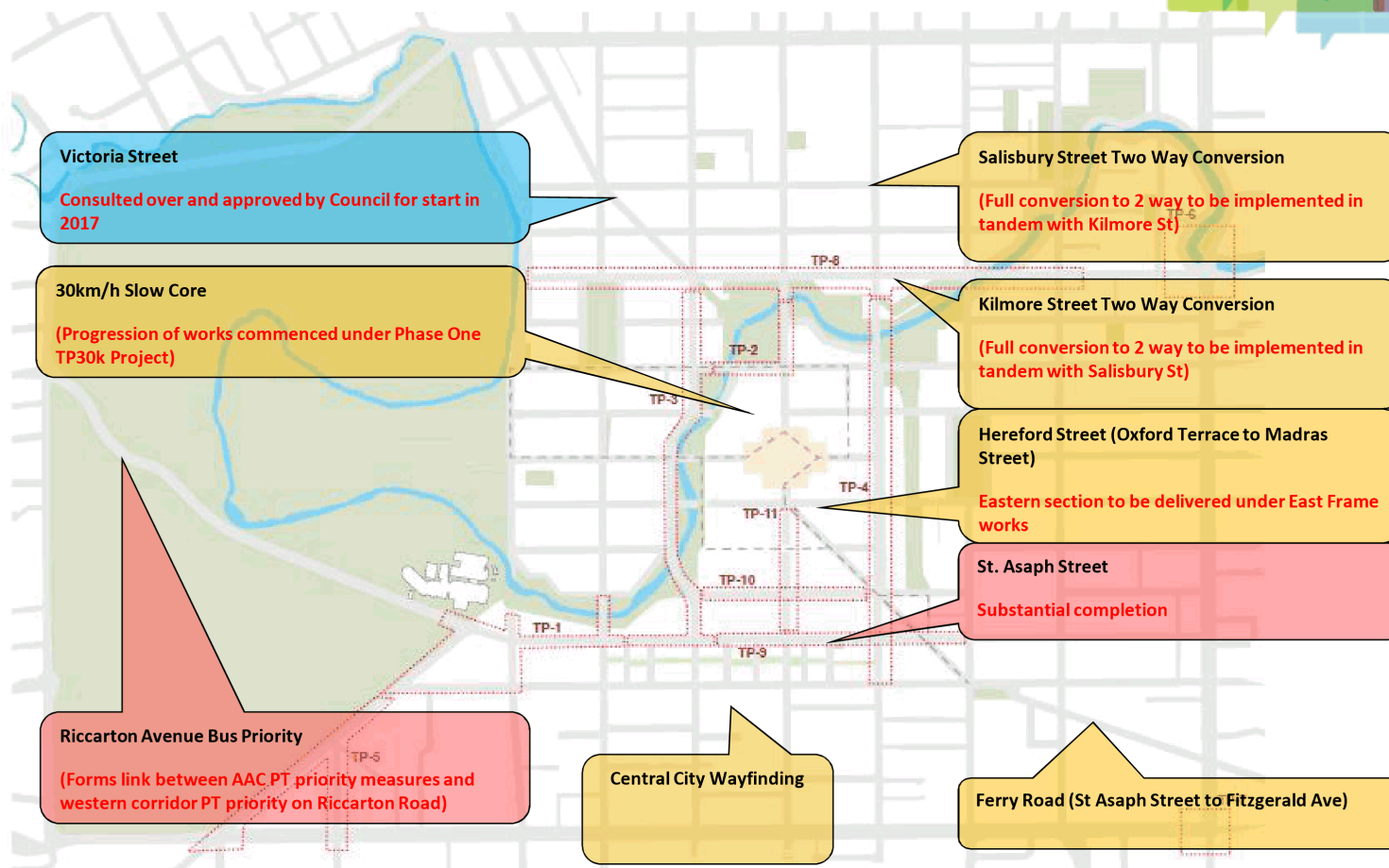
Attachments

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B ↓	AAC Phase 2a works	44

First phase transport projects Supporting the anchor projects



An Accessible City Phase 2(a) Transport Projects – (2015 – 2018 LTP)



8. Greater Christchurch Transport Statement implementation update

Reference: 17/428898

Contact: Keith Tallentire ktallentire@greaterchristchurch.org.nz 941 8590

1. Purpose of Report

Purpose of Report

- 1.1 The purpose of this report is to provide an update on the implementation of the Greater Christchurch Transport Statement (GCTS) and related transport initiatives.

2. Relationship to Partnership Objectives

- 2.1 Priority Action (k) from the 2016 Strategy Update relates to 'Improve transport system performance and travel choices in Greater Christchurch'.

3. Staff Recommendations

That the Greater Christchurch Urban Development Strategy Implementation Committee:

1. Receives the implementation update report

4. Context/Background

- 4.1 The Greater Christchurch Transport Statement was endorsed by this Committee in December 2012 and provides an overarching framework to enable a consistent, integrated approach to planning, prioritising, implementing and managing the transport network and services in the Greater Christchurch area. Lyttelton Port of Christchurch (LPC), Christchurch International Airport Limited (CIAL), KiwiRail and the Ministry of Transport are also signatories to the document.
- 4.2 The 2016 Strategy Update incorporated the intent of the GCTS within a priority action focussed on transport: Improve transport system performance and travel choices in Greater Christchurch through:
 - the Greater Christchurch Public Transport Joint Committee;
 - implementing the Greater Christchurch Transport Statement;
 - implementing the Greater Christchurch Freight Action Plan;
 - funding and coordinating the implementation of the updated Greater Christchurch Transport Demand Management Strategy;
 - promoting improvements to public transport and investigating future rapid public transport;
 - supporting and promoting the development of the Christchurch Major Cycle Routes network and investigating the integration, improvement and increased use of the cycling and walking networks within neighbourhoods and across Greater Christchurch, and with other transport modes.
- 4.3 Regular oversight of this work is provided through the Partnership's coordinating Transport Group, comprising staff from partner organisations.

- 4.4 Additional information to the implementation summaries below is included in Attachment A and Attachment B. **Attachment A** outlines updates on the implementation of the NZTA Roads of National Significance (RoNS) programme of works. **Attachment B** summarises the developing multi-agency behaviour change programme to assist returning employers and employees to the central city.

5. Implementation Progress

Public and active transport

Future public transport options (including protecting corridors and investigating associated park and ride facilities)	Strategic Business Case presented to Greater Christchurch Public Transport Joint Committee in March 2017. Endorsed proceeding to the next phase (Programme Business Case) to identify options to address identified problems. Completion by early 2018. Significant amount of previous research and investigation into future PT modes, routes and costs.
Public transport network and operational delivery	High frequency routes established as part of new service model. New monitoring dashboard presented to joint committee. New airport route and additional services into the City originating from Waimakariri commenced in April 2017, includes trialling of new park and ride facilities in Kaiapoi and Rangiora.
Public transport interchanges	The Central City Bus Interchange is fully operational. Riccarton Road bus lounges are complete and operational. Planning and/or construction of Central City superstops underway.
Public transport priority measures	Strategic and programme business case for the five core routes has been completed. Indicative business case is underway for 2016/17 projects. CCC is currently developing the 2018 CCC Network Programme Business Case, which includes future projects. Traffic signals have been installed at the Deans Ave Roundabout and construction of the rest of the bus priority measures is underway.
Major Cycleways implementation	Cycleways in Selwyn are complete and the major cycleways in Waimakariri will commence construction later in 2017. Construction of CCC major cycleway routes are underway, with some sections complete and consultation continuing for others.
Monitoring and reporting on new public transport network	A new monitoring suite is under development, including a monitoring dashboard. This will be integrated within a monitoring programme for the Greater Christchurch Public Transport Joint Committee.

Freight and port access

	Study and Action Plan finalised and endorsed by this Committee in 2014/15, available on UDS website
	Midland and I-PORT inland port developments at Rolleston now operational
Greater Christchurch Freight Study and Action Plan	SH network now fully HPMV compatible
	Brougham Street optimisation work completed, business case underway for capacity improvements
	Lyttelton Port redevelopment progressing in accordance with the Lyttelton Port Recovery Plan
	Lyttelton Port logistics improvements being investigated by LPC, including vehicle booking system
	Sumner Road rehabilitation work is now underway and is anticipated to be completed in 2018.

	Roads of National Significance (RoNS) are all under construction. See separate RoNS Update.
	State Highway road classification complete.
	Rail capacity and corridor improvements being investigated, including Middleton Yard capacity improvements and grade separations of road and rail at key intersections.
	Corridor studies underway, including Whiteleigh Avenue.

Northern access

Northern Arterial construction and extension and Cranford St upgrade	Northern arterial construction underway (see separate RoNS update). Northern Arterial extension in design build phase. Work underway to address downstream effects.
Third southbound lane on Waimakariri bridge	UDS Implementation Committee support for the construction of a 3rd southbound motorway lane across the Waimakariri bridge subject to the inclusion of a separated cycleway and a high occupancy vehicle (HoV) lane between Tram Road and Queen Elizabeth II Drive.
Short term northern access initiatives	Programme is underway. Variable speed limits in place, bus priority lane on Empire Road completed, new PT services operational. WDC Journey Planner employed.

Western corridor

Western Corridor Strategic Case	A Strategic Business Case is now complete. Programme Business Cases for State Highway future improvements linked to SH73/76.
Western Corridor RoNS	Russley Road and Johns Road upgrades nearly complete. Western Belfast Bypass underway with completion 2018 (see separate RoNS update).
Development along western corridor	MAIL site (Memorial Ave) and Wooldridge Road greenfield priority business areas zoned as part of the Christchurch Replacement District Plan process. Riccarton Racecourse housing development progressing through local Act and development scheme submitted to Minister.

Southern access

Christchurch Southern Motorway	Christchurch Southern Motorway phase 2 commenced construction in November 2016 with completion in 2019. Environment Canterbury working with contractor regarding bus routes traffic management during construction phase.
Southern needs review	SH75 Programme Business Case underway and will align with SDC and CCC Business Cases. CCC have completed a Lincoln Road corridor study.
	A study has been undertaken on Sabys Road/Candys Road improvements
	Springs Road modelling post-CSM2. Further collaboration between ECan and CCC on short term solutions, SDC is leading long term.
Wigram Magdala overbridge link	This new overbridge linking Wigram Road over Curletts Road is complete.
Annex/Birmingham/Wrights upgrade	Detailed design completed. Construction will take place during 2017-2019.
Lincoln Rd and Lincoln/Whiteleigh intersection	Detailed safety designs completed. Works will be completed in 2018.

Rolleston SH1 Interface beyond Christchurch Southern Motorway phase 2	Part of SH1 Programme Business Case. 300ha Rolleston Industrial Zone (RIZ) draft Business Case is also underway.
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Central City

An Accessible City Phase 1 Transport Projects	Work is ongoing. CCC to review design elements following meetings with central city businesses.
An Accessible City Phases 2-5	Phase 2 is included in the 10 year long Term Plan to 2025.
Central City Parking Plan	The parking plan is complete, and monitoring is underway. New parking buildings open on Hereford Street and Lichfield Street.

Network management and operations

Develop a transport network performance monitoring framework	Monitoring has commenced, further refinement work is underway.
Review Travel Demand Management strategy and develop Action Plan	A Travel Demand Management Project Leader is funded by the partnership, and a Project Control Group has been established. The initial focus is on the central city Travel Demand Management package to returning employers.
School and business relocations and associated travel plans	Work is ongoing. WDC have employed a travel planner.
Update Christchurch Transport Model (CTM)	Complete. Supported by a Transport Models sub-group

Linking with wider regional work and statutory documents

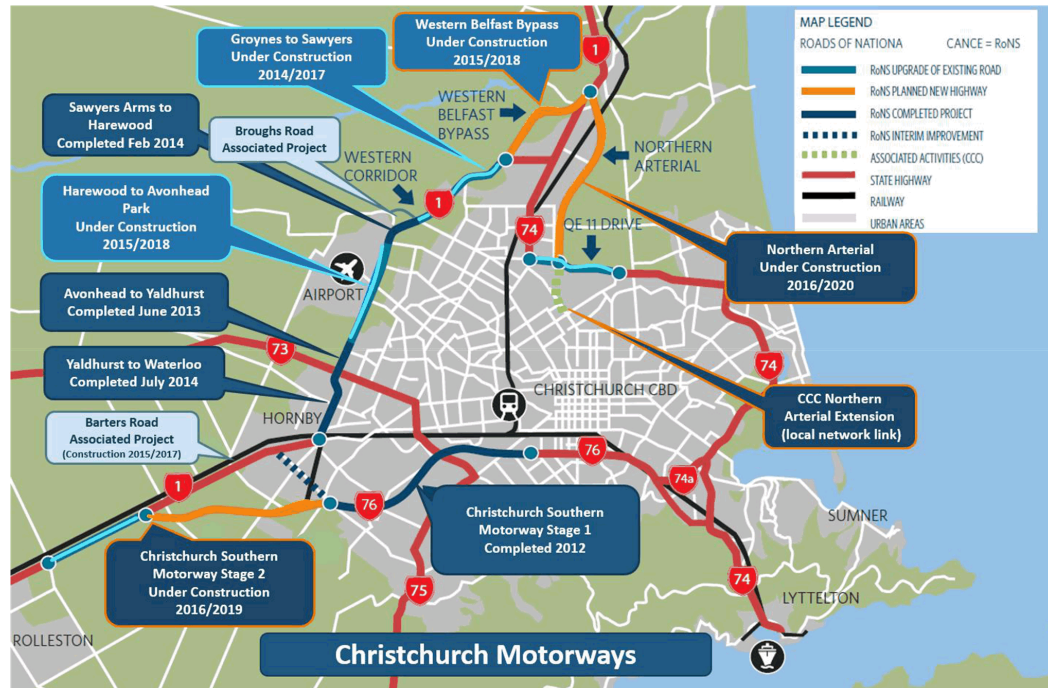
Maintain integration with RTC, RLTP, RPTP processes	Link to RTC review and Mayoral Forum policy forum programme of work.
Maintain awareness of major land use planning work, plan changes and resource consents	CCC District Plan Review is complete. SDC and WDC District Plan Review processes are underway.
Maintain awareness of national policy and strategic initiatives	Ongoing. A recently released draft Government Policy Statement on Land Transport (GPS) sets out the government's priorities for expenditure from the National Land Transport Fund over the next 10 years.
Update UDSTG Terms of Reference	Updated Terms of Reference agreed.

Attachments

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B ↓	Central City TDM update	53

NZ Transport Agency update @ April 2016

Christchurch Roads of National Significance (RoNS)



Christchurch Northern Corridor

This project combines the Transport Agency's Northern Arterial (a new section of SH74 running from just south of the Waimakariri River to QEII Drive near Winters Rd) and two Christchurch City Council projects that link QEII Drive to Cranford St and four-lane Cranford St to Innes Rd.

The CNC is funded by the Government via the NZ Transport Agency and Christchurch City Council. It is being built by the CNC Alliance, a project team made up of staff from the NZ Transport Agency, Christchurch City Council, Fulton Hogan, Aurecon and Jacobs. Work got underway in November 2016, following a sod turning event attended by Transport Minister Simon Bridges and then Prime Minister, John Key. The project is progressing well.

Over the past six months the project team have been testing land conditions, preparing land for construction, moving key services such as power and water and carrying out earthworks.

Construction has started on several structures such as the Belfast Road Bridge and Winters Road subway.

The CNC is a design/construct project, with several zones still under design. The final design for the whole project will be completed this year and construction will ramp up. The project is expected to be finished in 2020.

The project has been A Community Open Day was held in late March, attracting around 200 people.



Above: Artist impression of the CNC Radcliffe Road Underpass

Western Corridor

State Highway 1 Johns Road - Groynes to Sawyers Arms

The upgrade of Johns Road (SH1), between The Groynes and Sawyers Arms Road is around 90 per cent complete, and is on track to be finished by the end of 2017.

Contractors are currently asphaltting the remaining sections of the northbound lanes and will then move on to the south bound lanes after the winter season.



Above: Freshly laid asphalt on SH1 Johns Road, south of the Clearwater roundabout.

Western Belfast Bypass

Work on the Western Belfast Bypass is on track to be completed in 2018 as planned. The Dickey's bridge beams have been installed and over the coming weeks the northern off-ramp and south-bound on ramp will open to traffic along with Old Groynes Road.

SH1 Russley Road Upgrade

The project is making great progress, and is approximately 80 per cent complete. Asphaltting works have been underway over the past few weeks and the contractor is currently focussed on constructing the major interchange and gateway arch at the Russley Road/Memorial Avenue airport intersection. Over the next few months people will notice the gateway arches taking shape.



Above: An artist impression of the SH1 Russley Road interchange and gateway arch

Christchurch Southern Motorway – Stage 2 (CSM2)

This project got underway in November 2016 and is progressing well. Much of the work on CSM2 is not visible to the public. The project team are using drones to film the progress and these videos will be up on the project page shortly.

Major earthworks to construct the new highway alignment are underway and work has also started on key structures, such as the Main South Road underpass. A number of local road links have been constructed and Manion Road, a local road that will run parallel to the CSM2 is expected to be finished and open to traffic by early June.



Artists impression of CSM2 looking towards Christchurch

Regional Accelerated Programme

Mingha Bluff

A wet alpine summer means the Mingha Bluff realignment project will be completed by the end of next summer, 2017/2018 instead of in March 2017 as planned.

The railway line has been realigned, bulk earthworks have been carried out, culverts and the majority of retaining walls have been built. The project is about 80 per cent complete but the wet summer created delays in the final surfacing of the road. With winter approaching, the plan is to lay a temporary seal over the unfinished sections. This will protect the project over the winter months. We will lay the final seal and put the finishing touches on the project when the weather allows in summer 2017/18.

Central City TDM Programme Update

Key points

- ☐ A multi-agency approach to encouraging travel behaviour change in support of An Accessible City modal shift targets.
- ☐ Cross-agency coordination provided by a UDS TDM Project Leader position (2 year fixed term) endorsed by CEAG.
- ☐ Window of opportunity is right now with a forecast move of 6,000 new CBD workers by the end of the year.
- ☐ 23 Organisations with 5,000 employees have been contacted, 4000 of which are moving.
- ☐ A major shift in travel intentions is being signalled through engagement as part of the first phase of the programme
- ☐ Behaviour change requires extensive early support and interaction
- ☐ The programme is iterative, flexible to try ideas, needs to be responsive to customers

What are we doing?

Focus is on a central city behaviour change programme targeted at employers and employees moving back into town.

Agency partners include: Environment Canterbury, Christchurch City Council, New Zealand Transport Agency and Waimakariri District Council, Selwyn District Council, and Sport Canterbury.

Programme broadly comprised of three overlapping phases:

1. Prior to moving – awareness of the AAC, parking constraints, alternatives to driving, benefits of alternatives, a higher level of support and interaction from
2. After moving - assistance to encourage and embed new behaviours and create a supportive culture within the organisation and/or building
3. Handover – less direct support transitioning to an ongoing self-help programme

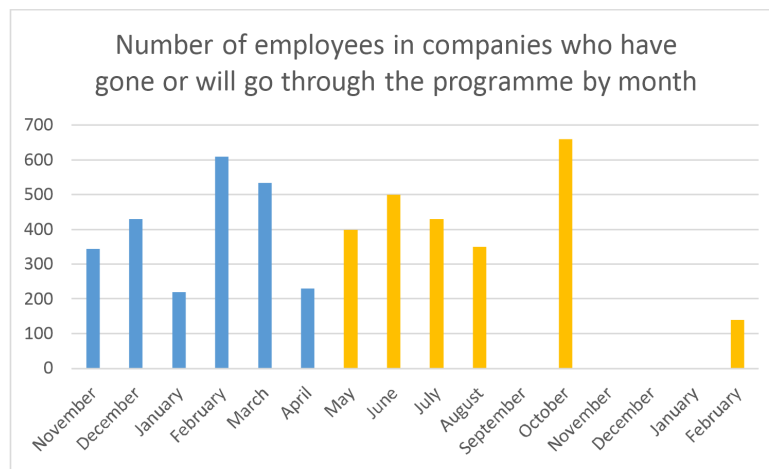
Phase 1 uses the community-based social marketing methodology successfully piloted through a CDHB pilot at Hillmorton Hospital. Phase 2 is now in development and uses the ADKAR organisational change model: Awareness, Desire, Knowledge, Ability, Reinforcement.

The programme draws in and complements existing partner TDM activity to provide an integrated package of support to employers and employees. It also links to wider programmes (AAC and MCR) and associated broad scale communications.

Interim programme for Phase 1 (Oct 16 – April 2017):

14 employers involved in the programme including six Government Departments (around 1160 employees in total) and eight private sector companies (1165 employees). Ara Institute of Canterbury is also engaged (8000 students and 1000 staff) with the programme.

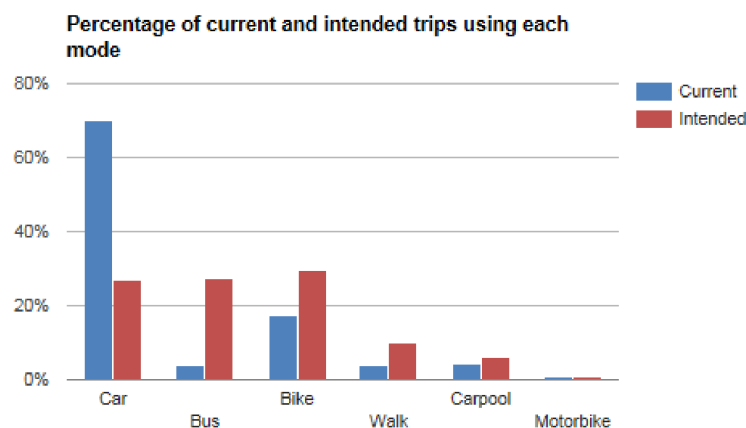
Four further employers have been targeted to participate during 2017/ early 2018 to coincide with their relocation timeframes. (1,480 employees).



Key elements of Phase 1:

- Commitment from employer
 - Introductory awareness session for all staff
 - Travel planning one-to-ones with staff (5-10 minutes session) undertaken by 5 post-graduate students
- ☐ 1000+ employees assisted with one-to-one travel planning.
 - ☐ 600 Metrocards provided by Environment Canterbury to employees willing to try public transport.
 - ☐ A range of approaches are being trialled to the provision of Metrocards to test effectiveness and value for money considerations (just card provided, card with weeks credit provided by programme, card with credit provided by employer).

Intentions prior to moving:



Feedback from one-to one travel planning sessions shows an extremely high intention to change to alternative modes once people are aware of their options. This data represents the % of intended trips from 1002 people.

Response from employers to Phase 1 is:

Responses from organisational leaders have been very positive with good to excellent ratings for all aspects of the programme from a recent survey.

Leaders rated the one to one sessions and the provision of Metrocards as being the most useful part of the programme, with the helpfulness of the people in the programme also receiving a high rating.

Transition to Phase 2

Phase 2 of the Programme entails moving from the current interim approach to a more comprehensive approach through to June 2018 at which point the Programme can be integrated with work planned as part of a Greater Christchurch TDM business case funding proposal currently being developed (CCC lead).

Phase 2 approach

- ☐ Identifying and exemplifying leaders, experts and those who have had a positive experience to start the culture.
- ☐ Assist those who lack knowledge or ability to take up non single occupancy vehicles travel- by taking them through the steps to confidence
- ☐ Reinforce the behaviour of those who are doing the right thing through challenge and reward
- ☐ Understand and improve the system and why people would change.
- ☐ Measure and monitor usage and experience

Major Components

1. Gain buy in and permission to proceed from organisational leaders
2. Gather stories from champions and those who have positively changed
3. Present phase 2 programme to employees
4. Assessment and assistance to employees to progress them to being confident and comfortable with new modes
5. Offer a series of practical tutorials, 'how to' check lists, support, mode specific events and incentivised challenges throughout the year to upskill and encourage participation (unsure of adequate resourcing solely from existing partner activity)
6. Emplace monitoring and reporting to continually assess the effectiveness of the programme components
7. Building user groups and emplace technology to assess the users' experience. These groups and data will feed into the 'fixing committees'
8. Form or input into cross functional 'fixing committees' to document user groups and new users concerns and provide feedback loop to infrastructure planning and network management

9. Progress report for the Greater Christchurch Natural Environment Group

Reference: 17/417512

Contact: Chrissie Williams chrissie.williams@ecan.govt.nz 941 8590

1. Purpose of Report

Purpose of Report

- 1.1 The purpose of this report is to provide the Committee with a progress report prepared by the Greater Christchurch Natural Environment Group. The report covers the period 1 July 2016 – 31 March 2017.

2. Relationship to Partnership Objectives

- 2.1 The work of the Natural Environment Group aims to implement action h. in the Urban Development Strategy Update:

Enhanced natural environment

Enhance the natural environment in Greater Christchurch by:

- *recognising the ecosystem services a healthy environment provides;*
- *improving the health and values of urban waterways;*
- *ensuring the continued supply of clean and healthy untreated drinking water; and*
- *taking a coordinated approach to identifying and improving biodiversity.*

3. Staff Recommendations

That the Greater Christchurch Urban Development Strategy Implementation Committee:

1. Receive the report

4. Context/Background

- 4.1 The Natural Environment Recovery Programme (NERP) Technical Advisory Group had its last meeting on 16 February 2016. The group recommended that:
- a. Under the UDS structures a strategic partner group continue to meet to provide guidance to the UDSIC on the natural environment; and
 - b. The group develop a series of topics, similar to the NERP projects, on which to provide 6-monthly reports to UDSIC.
- 4.2 The Greater Christchurch Natural Environment Group has been established to undertake this work. It has representation from Christchurch City Council, Selwyn District Council, Waimakariri District Council, Environment Canterbury, Te Rūnanga o Ngāi Tahu, Canterbury District Health Board and Department of Conservation.

4.3 Environment Canterbury has offered to facilitate the group for its establishment through to August 2017. Administrative support has been provided by the UDS Implementation Team.

4.4 The attached progress report is the first six-monthly report as suggested in 2.1b above.

5. Next steps

5.1 The next progress report will cover the period 1 April 2017 – 30 September 2017. It is anticipated that this report will be reported to the Greater Christchurch Partnership Committee at the December meeting.

Attachments

No.	Title	Page
A ↓	Greater Christchurch Natural Environment Group Work Programme Progress Report 1 July 2016 - 31 March 2017	59

Greater Christchurch Natural Environment Group – Work Programme Progress Report
1 July 2016 – 31 March 2017

Project	Project title and topics	Lead agency / agencies (bold) and partners	Relevant programmes and projects	Progress 1 July 2016 – 31 March 2017
1	Natural Hazards <ul style="list-style-type: none"> Consider flooding, seismic hazards (earthquakes, liquefaction, tsunami), coastal hazards (erosion and inundation) Build in sea level rise and climate variability. Assess the risks and susceptibilities of natural hazards; Report and map the results to inform land use planning and development. Report on avoiding and mitigating risk from natural hazards 	Environment Canterbury Natural Hazards Research Platform, GNS, UC, CCC, WDC, SDC, TRONT	Environment Canterbury <ul style="list-style-type: none"> Environment Canterbury working with CDEM, TAs and others on a regional approach to managing natural hazards risk. Part funding a CCC led Seismic Slope Stability Analysis model. Modifying current tsunami model to look at dune breach scenarios and to remodel the rivers. Upgrading the flood protection on the Waimakariri River is a 10 year, \$34 million project. This provides secondary stopbanks in case the primary stopbanks are breached. CCC <ul style="list-style-type: none"> Natural Hazards Chapter of the Christchurch Replacement District Plan Stage 3 High Hazard Areas. Tonkin and Taylor Assessment of Coastal Hazards 2015 report being revised post peer review recommendations. The Council plans to engage with the community in 2017 to build a shared understanding of both the likelihood and consequences of coastal hazards. The Coastal Hazards Chapter of the Christchurch Replacement District Plan will then be prepared. Liquefaction mapping for Christchurch is a long-term project led by CCC. Environment Canterbury is part funding this to extend it to other districts. 3D slope stability modelling project. Land drainage recovery programme technical investigations on all waterways continuing with detailed design commissioned in a number of areas. Projects include: <ul style="list-style-type: none"> Bells Creek artificial wetland and storm filter floodplain modelling for Christchurch rivers Working with Regenerate Christchurch on future use of residential red zone in lower Avon River/Ōtākaro catchment on geotechnical risks, location of stopbanks, flood zones, pumping stations and horizontal infrastructure WDC <ul style="list-style-type: none"> The Waimakariri District Plan chapter on Natural Hazards is currently being reviewed, with proposed additions including: <ul style="list-style-type: none"> adding high hazard flood risk areas to the planning maps active earthquake fault line and eastern liquefaction area mapping coastal hazard line introduces new requirements for siting utilities sea level rise & climate change projections included in flood modelling The Waimakariri District flood team continues to investigate long-term solutions to drainage issues in and around Kaiapoi and other low-lying areas in the east of the District. Tsunami near and distant sources are modelled. SDC <ul style="list-style-type: none"> Developing work programme for investigation of natural hazard risks in the district as part of district plan review project. Undertake 'rapid' flood assessments for urban areas. 	Environment Canterbury <ul style="list-style-type: none"> Regional approach to managing natural hazards risk - a draft framework and an action plan were completed in June 2016. The secondary stopbank project is in its sixth year, and the project is being delivered on time and to budget. CCC <ul style="list-style-type: none"> Stage 3 of Christchurch District Plan operable from 27 February 2017. Revised Tonkin and Taylor Assessment of Coastal Hazards report available May 2017. The Coastal Hazards Chapter due for public submission early to mid-2018. Slope stability modelling was completed in February 2017. WDC <ul style="list-style-type: none"> Consultation, including submissions and a series of public open sessions were held in mid- 2016. Results are currently being reviewed. Outcome - consultation has increased public awareness of high hazard flood risk areas. Evacuation routes have been planned with affected coastal communities. Outcome - greater knowledge of tsunami evacuation routes and welfare center locations demonstrated among some members of coastal communities. SDC <ul style="list-style-type: none"> Project Scope agreed with Environment Canterbury for flood investigations in the eastern half of the district. Project Scopes being finalised for other hazards and supporting planning work.
2	Coasts, estuaries and hāpua <ul style="list-style-type: none"> Te Tai o Mahaanui / Canterbury coastal and estuary investigations; Monitor earthquake changes in coastal and estuary processes and physical parameters 	Environment Canterbury , NIWA UC, CCC, WDC, SDC, TRONT	Environment Canterbury <ul style="list-style-type: none"> Coastal water quality monitoring continues within the Avon Heathcote Estuary/Ihutai and on the coast. Annual monitoring of the intertidal sediments and biota at sites within the estuary. Continue to survey coastal cross sections along the coast of Christchurch and Waimakariri, and topographic surveys of the South Brighton and Brooklands spits. Scope of Regional Coastal Environment Plan review still to be determined. Whakaraupō/Lyttelton Harbour Catchment Management Plan being developed with partners, as required in the Lyttelton Port Recovery Plan. CCC <ul style="list-style-type: none"> Tonkin and Taylor Assessment of Coastal Hazards 2015 report being revised post peer review recommendations. Estuary Edge Master Plan. 	Environment Canterbury <ul style="list-style-type: none"> Coastal cross sections survey undertaken in July 2016. Topographic surveys completed March 2017. Consents granted for various reclamations on public and private land eg for the coastal pathway, causeway, Beachville Road. Whakaraupō/Lyttelton Harbour Catchment Management Plan – a Governance Group has been established. The Science Advisory Group is preparing an integrated monitoring plan and developing monitoring indicators. Workshops in May will inform the community of progress with the project. The final Catchment Management Plan development will begin in May, with guidance from Te Rūnunga o Ngāi Tahu and Te Hapū o Ngāti Wheke. CCC <ul style="list-style-type: none"> Revised Tonkin and Taylor Assessment of Coastal Hazards report available May 2017. Estuary Edge Master Plan is contingent on Regenerate Christchurch and CCC plans being developed for Southshore and South New Brighton.

7/04/2017

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Project	Project title and topics	Lead agency / agencies (bold) and partners	Relevant programmes and projects	Progress 1 July 2016 – 31 March 2017
			<p>WDC</p> <ul style="list-style-type: none">Revised Northern Pegasus Bay Bylaw and funding for implementation is reducing the impact of vehicle damage and associated effects on wildlife and indigenous species habitat at the Ashley River estuary.Ongoing testing of sea foam in Pegasus Bay near Woodend Beach to investigate residents' concerns that the ocean outfall wastewater discharges may be contaminating sea water. <p>SDC</p> <ul style="list-style-type: none">Considering scale and extent of investigative work for coastal area in the district as part of district plan review project. <p>CDHB/Environment Canterbury /TAs</p> <ul style="list-style-type: none">Recreational water quality work with Environment Canterbury and TAs pre and post summer to ensure the public are informed of recreational waters that do not meet the minimum microbiological water quality guidelines. <p>Ngāi Tahu</p> <ul style="list-style-type: none">Regional Coastal Environment Plan review – meetings with the rūnanga are taking place.Planning for regional oil spill response - meetings being arranged with Environment Canterbury and the six rūnanga.Lyttelton Port capital dredging.Permit for seal disturbance - activities under section 6 of the Marine Mammals Protection Act 1978.Naval Point – Cultural Impact Assessment.Engaged in Whakaraupō/Lyttelton catchment planning.	<p>WDC</p> <ul style="list-style-type: none">The Bylaw was adopted in July 2016 and a Working Party is being established in January 2017 to oversee its implementation. <p>CDHB/Environment Canterbury /TAs</p> <ul style="list-style-type: none">CDHB pre-planning occurred and post meeting set for April 2017.
3	<p>Waterways</p> <ul style="list-style-type: none">Consider surface water, stormwater and wastewaterDevelop Stormwater Management Plans (SMP) for each catchment to fulfil the requirement for catchment-wide stormwater discharge consent.Take opportunities for stormwater treatment and improving the water quality and ecosystem health of waterways - stormwater treatment systems; wetlands, stream and river restoration; riparian zones; establishment of constructed wetlandsPlant riparian margins/river banks provides food sources, habitat and shade.Improve wastewater infrastructure reduces/avoids wet weather sewage overflows directly to waterways	<p>CCC, WDC, SDC, Environment Canterbury, TRONT, CDHB, developers, UC, LU, NIWA, Landcare Research, ESR, NGOs, consultants, zone committees</p>	<p>Environment Canterbury /TAs</p> <ul style="list-style-type: none">Regional stormwater forum with staff from TAs and Environment Canterbury meets to identify common issues for collaborative work, to improve knowledge and achieve better consistency with stormwater management planning and consenting.Stormwater network discharge consent applications are required to be lodged with Environment Canterbury by TAs by June 2018.Zone Committee Work Programmes. <p>CCC/Environment Canterbury</p> <ul style="list-style-type: none">Environment Canterbury/CCC elected member water fora held in September and December.Water issues management group (SWiM) continues to meet.Joint agency Stormwater Action Team (SWAT) continues to meet regularly.Supporting Ōpāwaho Heathcote River Network who are coordinating groups along the river. The network has a whole-of-river vision, and projects that have application over the river corridor. <p>CCC</p> <ul style="list-style-type: none">CCC's draft Integrated Water Strategy to be released for public consultation in mid-2017.Ōpāwaho/ Heathcote River Stormwater Management Plan (SMP).Remaining CCC SMPs to be completed by Dec 2020.Comprehensive stormwater discharge consent application lodged to cover Christchurch and Banks Peninsula settlements, which will replace current consents for the South-West and Styx River catchments. Hearings expected in 2017.CCC has a discharge consent with Environment Canterbury for wet weather sewage overflows, and an agreed Consent Compliance Strategy was in place until March 2017. CCC will need to renew discharge consent for wet weather sewage overflows. <p>WDC</p> <ul style="list-style-type: none">District-wide stormwater quality monitoring methodology prepared for each major town to support the pending stormwater network discharge consent applications.Major wastewater upgrade in Rangiora to increase capacity and reduce overflows.	<p>Environment Canterbury</p> <ul style="list-style-type: none">A request from the regional stormwater forum has resulted in Environment Canterbury developing a project brief to improve knowledge and understanding of copper and zinc toxicity. NIWA will be undertaking the work and it will assist all TAs with communicating the need for stormwater improvements to their decision makers and communities. <p>CCC/Environment Canterbury</p> <ul style="list-style-type: none">A joint CCC/Environment Canterbury work programme for urban waterways was agreed in December 2016.Joint agency Stormwater Action Team (SWAT) continues to meet on a monthly basis and the more connected working approach between Environment Canterbury and CCC has resulted in some very positive on-the-ground actions, such as the identification of problematic valves on truck wash facilities that were causing contaminated water to be discharged to surface waterways.CCC and Environment Canterbury working together on sediment and erosion control as part of fire recovery on the Ōpāwaho/Heathcote and Lyttelton Harbour/Whakaraupō catchments. <p>CCC</p> <ul style="list-style-type: none">Ōpāwaho/Heathcote River SMP completed Dec 2016.Technical investigations for the Lyttelton Harbour SMP to begin mid-2017.CCC comprehensive stormwater discharge consent has not yet reached the hearing stage. Discussions are ongoing on consent conditions and increasing the certainty around these. A working group is meeting regularly to expedite progress. Hui with Papatipu Rūnanga are underway to resolve their concerns with the discharge consent.Port Hills fire – technical environmental recovery working group established. Will deal with matters such as erosion and sediment run-off into the Ōpāwaho/Heathcote River Catchment and actions needed to mitigate this.Wet weather monitoring of overflows from the city wastewater network indicate CCC is complying with its wastewater consent. Cultural impact assessments for wet weather sewage overflows are being conducted for Lyttelton and Akaroa harbours. These assessments will be used for wet weather overflow consents for the harbours, to be lodged with ECan in September 2017. <p>WDC</p> <ul style="list-style-type: none">Stage 1 Rangiora wastewater capacity upgrade to be completed by June 2017. Outcome - reduced wastewater overflow frequencies discharging into Rangiora surface waterways (e.g. reduced bacterial contamination of surface water) should be evident in Rangiora streams from late 2017.

Project	Project title and topics	Lead agency / agencies (bold) and partners	Relevant programmes and projects	Progress 1 July 2016 – 31 March 2017
			<ul style="list-style-type: none">Investigation and modelling of options to improve capacity and prevent wastewater overflows in Kaiapoi is being undertaken in 2015 to 2018. The identified capacity improvements will be undertaken in the following years as required. <p>SDC</p> <ul style="list-style-type: none">Programme for developing Network Discharge Consents and SMPs for each township to meet LWRP compliance by June 2018.District Plan Review (DPR) – identify and map significant sites, develop 2nd generation Plan provisionsProvision of funding and advice, including planting plans for waterway riparian planting projects.Input and coordination activities within the 'Living Water Project' in the Ararira LII catchment.Ongoing work programme to ecologically assess, monitor and manage Significant Natural Areas, including restoration and enhancement of waterways.Working with and funding landowners and stakeholders towards improved environmental management outcomes.Involvement and management actions in the Sustainable Drainage Management Project. <p>CDHB</p> <ul style="list-style-type: none">Liaise with Councils to verify that sewage overflows that pose a significant public health risk are adequately responded to, and that the numbers of overflows in high risk areas are reduced.Promote improvements in public sewage collection and disposal systems where necessary.Investigate cases of illness associated with recreational water use.Provide public and stakeholders with advice relating to recreational waters (e.g. public health fact sheets, media releases, updated website information).Organise joint agency six-monthly pre-season and post-season meetings for recreational water quality.Work with local authorities to clearly identify and publically notify existing or potential recreational waters which do not meet minimum microbiological water quality guidelines and Cyanobacteria in recreational fresh water guidelines.Input into plans and policies and, where appropriate, resource consents that may affect the health of waterways. <p>Ngāi Tahu</p> <ul style="list-style-type: none">Provide feedback to consent applications against the Iwi Management Plan and discussing with rūnanga for their feedback if required e.g. for works within the waterway setbacks, discharge of stormwater and wastewater.Kaiapoi River Rehabilitation Working Party and Kaiapoi River Wharf Redevelopment working party - providing cultural impact assessment.CCC Integrated Water Strategy CCC wet weather wastewater overflows – review plans and provide cultural Impact assessments.CCC comprehensive stormwater network discharge consent application - discussions with CCC.WDC Rangiora stormwater network discharge consent application – providing a cultural impact assessment.Supporting Papatipu rūnanga involvement in zone committees.Engaged with Regenerate Christchurch and preparation of the Ōtākaro Avon River Corridor Regeneration Plan. <p>University of Canterbury</p> <ul style="list-style-type: none">Environment Canterbury liaising with UC Natural Resources Engineering HydroEco group about their work on stormwater modelling and monitoring.A long-term aim is to develop a stormwater research, teaching, testing and demonstration park on UC campus. <p>Regenerate Christchurch</p> <ul style="list-style-type: none">Regenerate Christchurch developing Regeneration Plans for the future use of the residential red zones in Christchurch City – which could include opportunities for stormwater improvements.	<p>CDHB</p> <ul style="list-style-type: none">Input into plans and policies through early engagement prior to District Plan (Selwyn) and LTPs (regionally) No issues of concern raised. <p>University of Canterbury</p> <ul style="list-style-type: none">UC have modelled and reported on known sources of pollution. <p>Regenerate Christchurch</p> <ul style="list-style-type: none">Environment Canterbury and CCC freshwater ecologists are involved in development of the Ōtākaro Avon River Corridor Regeneration Plan.
4	<p>Wetlands</p> <ul style="list-style-type: none">Map and work on inventory of existing wetlandsRehabilitate and enhance wetlands	<p>Environment Canterbury</p> <p>CCC, WDC, UC, SDC, TRONT, NIWA, zone committees</p>	<p>Environment Canterbury</p> <ul style="list-style-type: none">Has an annual regional programme to field survey, map and describe wetland habitats and vegetation. <p>CCC</p> <ul style="list-style-type: none">Land drainage recovery programme - investigations on all waterways and associated wetlands continuing.Bells Creek artificial Wetland to treat stormwater (mostly sediment) before it is discharged into the Heathcote River. <p>Environment Canterbury/ CCC</p>	<p>Environment Canterbury</p> <ul style="list-style-type: none">Field survey and mapping of wetlands has been undertaken in the Ōtukaikino catchment and at Te Waihora completed In 2016-17. <p>CCC</p> <ul style="list-style-type: none">Bells Creek concept design consultation in January 2017 and approved for construction. <p>Environment Canterbury/ CCC</p>

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Project	Project title and topics	Lead agency / agencies (bold) and partners	Relevant programmes and projects	Progress 1 July 2016 – 31 March 2017
			<ul style="list-style-type: none">Supporting and working with the Avon Heathcote Estuary Ihutai Trust in developing an Ecological Management Plan due by June 2017. WDC <ul style="list-style-type: none">Wetlands are being developed in Waimakariri lowland streams in association with residential development. An example is the Silverstream Reserve planting area in Kaiapoi. SDC <ul style="list-style-type: none">Proposed Reserve Management Plan / Restoration Action Plan will be developed for Yarrs Lagoon (LII Catchment) throughout 2017 to become operational by April 2018.Ongoing ecological assessments to determine significance and develop/implement management recommendations with relevant landowners.District Plan Review (DPR) – identify and map significant sites, develop 2nd generation Plan provisions.Input and coordination activities within the 'Living Water Project' in the Ararira LII catchment.Ongoing work programme to ecologically assess, monitor and manage Significant Natural Areas, including the protection and restoration of wetlands.Working with and funding landowners and stakeholders towards improved environmental management outcomes.Management planning and actions coordinated with agencies and stakeholders to ensure that work resources are optimally used. Ngāi Tahu <ul style="list-style-type: none">Removal and relocation of wetland plants for the development of an irrigation dam – Planning Stage and will be taken to kaitiaki the week of 3 March 2017.Construction of a stormwater wetland between Quaifes and Murphy's Road in Halswell.Te Kōhaka o Tūhaitara has a restoration project at Tūtaepatu Lagoon.	<ul style="list-style-type: none">Ecological Management Plan for the Avon Heathcote Estuary/Ihutai is due by June 2017. WDC <ul style="list-style-type: none">Silverstream Reserve recent spring planting days in September 2016. SDC <ul style="list-style-type: none">Yarrs Lagoon - Initial stakeholder site visits and meetings. Scoping document written for the RMP.District Plan Review - ecological assessments – ongoing as sites identified and landowners agree to process. Reviewing engagement and assessment process and suitability of existing ecological reports, particularly the management recommendations and their suitability within a regulatory framework.
5	Groundwater and springs <ul style="list-style-type: none">Ensure land use controls over unconfined aquifer.Protect springsEncourage retention of natural springs and daylighting streams.	Environment Canterbury , CCC, WDC, SDC, MBIE, TRONT, Papatipu Rūnanga, zone committees	Environment Canterbury <ul style="list-style-type: none">Continues to monitor and report on groundwater quantity and quality in greater Christchurch from a set of state of the environment wells.Canterbury Land and Water Regional Plan Policy 9.4.1 seeks to protect the high quality, untreated groundwater sources available to Christchurch City as a potable water supply in the Christchurch Groundwater Protection Zone.Policies and rules in the plan also seek to prevent any increase in loss of nutrients from farming in the Christchurch-West Melton zone and to control activities that could pollute groundwater over unconfined aquifers. Additional restrictions apply in the Christchurch Groundwater Protection Zone and within community supply protection zones. CCC <ul style="list-style-type: none">Natural springs for protection are identified in Stormwater Management Plans. WDC <ul style="list-style-type: none">Natural springs for protection are identified through subdivision consenting processes. CDHB <ul style="list-style-type: none">The Health Act 1956 specifies the role of CDHB staff/Drinking Water Assessors in the prevention of the contamination of raw drinking water or pollution of water supply.Input into plans and policies (including limit setting processes under the CWMS) in order to protect the catchments of Community drinking water supplies.Continue to undertake surveillance, assessments and report on the compliance of Community drinking water supplies.	Environment Canterbury <ul style="list-style-type: none">Two groundwater investigations are underway to update groundwater quality data in southern Christchurch and collect new groundwater age data across the city.Environment Canterbury is funding a project mapping the drying reaches of spring-fed streams, especially the Ōtākaro/Avon River tributaries.Commissioned a modelling project looking at the potential impacts on Christchurch aquifer of abstraction/injection systems for heating and cooling in Christchurch zones.Environment Canterbury groundwater and surface water science are scoping projects to look at climate change impacts on groundwater levels and spring-fed stream flows. CDHB <ul style="list-style-type: none">Working through a program of water safety of supplied with councils.Working stakeholder group in Waimakariri looking at limit setting.High nitrate in Christchurch caused a bore to be closed and accelerated the bore replacement programme to manage protozoa compliance in North west Christchurch.Working closely with CCC on water supply in Banks Peninsula to achieve compliance.
6	Indigenous Biodiversity and Biosecurity <ul style="list-style-type: none">Assess and monitor highest-value ecosystems.Investigate sites for biodiversity corridors, reserves and mahinga kai.Rehabilitate inanga spawning sites.Control weeds and pests that have potential to affect biodiversity, or have impact on health and safety	DOC, CCC, WDC, SDC Environment Canterbury , TRONT, UC, LINZ, NGOs, Landcare Research, consultants, zone committees	Environment Canterbury <ul style="list-style-type: none">Ongoing investment in habitat protection, maintenance and restoration through Immediate Steps and Canterbury Biodiversity Strategy funds.Leading a review of the Canterbury Biodiversity Strategy.A proposed Canterbury Regional Pest Management Plan will be developed to become operational mid-2018.Environment Canterbury facilitating a collaborative approach with key stakeholders to managing Canada Geese. Whakaora Te Waihora	Environment Canterbury <ul style="list-style-type: none">In 2016 \$450,000 was allocated across 38 immediate steps projects across all of the CCC, SDC and WDC districts.The effectiveness of the Canterbury Biodiversity Strategy is being assessed to inform future actions and the 2018-28 LTPs.The draft Canterbury Regional Pest Management Plan will be notified in June 2017. Whakaora Te Waihora <ul style="list-style-type: none">Phase One of the Whakaora Te Waihora (2012-2016) programme has improved biodiversity; reduced sediment inflow; undertaken science-focused work; commenced cultural monitoring of mahinga kai; delivered farm environment plan

Project	Project title and topics	Lead agency / agencies (bold) and partners	Relevant programmes and projects	Progress 1 July 2016 – 31 March 2017
			<ul style="list-style-type: none">Whakaora Te Waihora is an ecological and cultural restoration programme for Te Waihora/Lake Ellesmere. It is governed by the Te Waihora Co-Governance Group, comprising Ngāi Tahu, Environment Canterbury, Selwyn District Council and Christchurch City Council. <p>CCC</p> <ul style="list-style-type: none">Riparian river bank trial – vegetation on lower reaches of waterways left uncut during late summer to improve spawning sites for īnanga.īnanga spawning survey.Maintenance work and weed control continuing on CCC reserves.Port Hills Fire Recovery programme. <p>WDC</p> <ul style="list-style-type: none">Kaiapoi River planting trial in the river intertidal zone, to establish linear wetlands to increase aquatic biodiversity, trap and treat suspended sediment, and improve īnanga spawning habitat. <p>SDC</p> <ul style="list-style-type: none">District Plan Review (DPR) – identify and map significant sites, develop 2nd generation Plan provisions.Ongoing ecological assessments to determine significance and develop/implement management recommendations with relevant landowners.Working with and funding landowners and stakeholders towards improved environmental management outcomes.Management planning and actions coordinated with agencies and stakeholders to ensure that work resources are optimally used.Input and coordination activities within the ‘Living Water Project’ in the Ararira LII catchment. <p>CDHB</p> <p>Have responsibility for biosecurity to:</p> <ul style="list-style-type: none">Respond to interceptions of pests with human health significance e.g. mosquitos, rats, ticks, poisonous spiders and cases of imported disease.Mosquito Surveillance role at port and airport. <p>Community</p> <ul style="list-style-type: none">Whaka īnaka is a collaborative project between EOS Ecology, Ngāi Tahu, the University of Canterbury (UC), and Conservation Volunteers NZ. The objective was to improve spawning success in the Avon River/Ōtākaro and Heathcote River/ Ōpāwaho over the 2016 season, and help determine the full extent of spawning reaches in the modified post-earthquake environment.	<p>workshops; enabled community education and outreach; and produced regular programme updates online and through media releases.</p> <ul style="list-style-type: none">Trial for establishment of macrophyte beds underway:<ul style="list-style-type: none">a wave barrier was installed to reduce wave actionin January 2017 NIWA scientists planted the macrophytes in the lake, which were grown in their nursery in Taumutu.In February 2017 over 50 volunteers and staff undertook the annual census of wetland birds with over 42,800 birds recorded around the lake.Restoration of Te Repo Orariki (Taumutu Wetlands) progressing.Weed and willow control for the Ararira/LII River site has been completed. <p>CCC</p> <ul style="list-style-type: none">Report on river bank trial due June 2017.īnanga spawning survey report due June 2017.Port Hills Fire recovery programme planning has started and will address ecological restoration matters. CCC are working with private land owners to help them revegetate their land to reduce sediment run-off in wet weather events. <p>WDC</p> <ul style="list-style-type: none">Planting trial undertaken in January 2017. <p>SDC</p> <ul style="list-style-type: none">District Plan Review - Ecological assessments – ongoing as sites identified and landowners agree to process/participation. Reviewing current engagement and assessment process and nature and suitability of existing ecological reports, particularly the management recommendations and how their suitability within a regulatory framework.Site meetings undertaken with landowners to assess and plan biodiversity management options.Database management and updates.Inter-agency hui help to assist with the development and coordination of work programs. <p>CDHB</p> <ul style="list-style-type: none">Ongoing surveillance - no incursions of concern. <p>Community</p> <ul style="list-style-type: none">The Whaka īnaka project installed straw bales along the rivers which nurtured over 1.5 million eggs during the 2016 spawning season - many of these eggs would not have survived without the bales. The programme helped to identify those areas where long-term restoration of spawning habitat is needed.
7	Mahinga Kai <ul style="list-style-type: none">Restore and enhance mahinga kai resources and sites and traditions of customary use; promote the principle of Ki Uta Ki Tai. Establish pā harakeke, rongoā and native plantings.	Ngāi Tahu (Ngā Papatipu Rūnanga, TRONT) Avon-Ōtākaro Network, UC, Environment Canterbury , CCC, DOC WDC, SDC	<p>Ngāi Tahu</p> <ul style="list-style-type: none">Mahinga Kai Exemplar project - assess and restore habitat in Anzac Drive Reserve as an exemplar that might be applied to residential red zone.Whaka īnaka project. <p>WDC</p> <ul style="list-style-type: none">Waimakariri Residential Red Zone Recovery Plan identifies WDC working with TRONT and Environment Canterbury to develop a concept plan for the proposed Heritage and Mahinga Kai Regeneration areas. <p>CDHB</p> <ul style="list-style-type: none">Work jointly with Ministry for Primary Industries and Environment Canterbury to communicate any public risk from potentially contaminated Mahinga Kai, for example toxic shellfish warnings, cyanotoxic blooms in recreational waters.Investigate cases of illness associated with eating Mahinga Kai.Work with iwi/rūnanga and Environment Canterbury’s Tuia programme to fully identify Mahinga Kai issues.	<p>Ngāi Tahu</p> <ul style="list-style-type: none">Mahinga Kai strategic document, relationship agreement and education programme has been prepared but is yet to be agreed by all the partner organisations. <p>WDC</p> <ul style="list-style-type: none">Recovery Plan published in December 2016 - demonstrates general community support for and commitment to implementing the proposed future land uses. <p>CDHB</p> <ul style="list-style-type: none">Toxic shellfish warning from October 2016 through to February 2017 from Gore Bay to Ashburton.Eight bloom warnings were given and managed for lakes and rivers (some of these may be in the wider Canterbury region).
8	Open Space, Outdoor Recreation and Amenity (if not covered elsewhere in the report)	CCC, WDC, SDC Environment Canterbury , TRONT, DOC, NZTA, zone committees, NGOs	<p>CCC</p> <ul style="list-style-type: none">Coastal Pathway.Christchurch Adventure Park in the Port Hills.Provision of tracks for walking, biking and horse riding continues, with some renewals and improvement e.g. on some Port Hills tracks and at Montgomery Spur.	<p>CCC</p> <ul style="list-style-type: none">Detailed design for Shag Rock to Surf Club to be completed June 2017. Construction to start Feb 2018. Yacht Club to Shag Rock design to planning to start Aug 2017.

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Project	Project title and topics	Lead agency / agencies (bold) and partners	Relevant programmes and projects	Progress 1 July 2016 – 31 March 2017
	<ul style="list-style-type: none">Improve access to and opportunities for outdoor recreationPromote and advertise currently available facilities;Maintain and develop a network of walking paths, cycling and mountain bike tracks and other recreation facilitiesProvide for passive recreation, visual amenity and community wellbeing.Provide access for people with disabilities.		<p>WDC</p> <ul style="list-style-type: none">Waimakariri Residential Red Zone Recovery Plan for Kaiapoi and Pines/ Kairaki – includes recreation and ecological linkages with walking and cycling trails and sport and recreation reserves.Development of off-road cycle trails between Rangiora and Woodend and Rangiora and Kaiapoi. <p>SDC</p> <ul style="list-style-type: none">Proposed Reserve Management and Restoration Plan being developed for Yarrs Lagoon (LII Catchment) to become operational by April 2018.On-going development of tracks and amenities at McHugh's Forest Park in Darfield.Acquisition of 100 ha block near Rolleston for development of a future outdoor recreation park.Assist Christchurch - Little River Rail Trail Trust to provide key connections.Work with Environment Canterbury on West Melton Forest horse riding area and planning for the "Willows" development within Waimakariri River Regional Park. <p>CDHB</p> <ul style="list-style-type: none">Accessible Christchurch Map - support the CCC Disability Advisory Group to develop a map with accessibility features.Accessible Events Toolkit - with CCC developed a 'best practice' toolkit for events' organisers.Input into planning documents ensuring support for increased cycling and walking infrastructure. <p>Ngāi Tahu</p> <ul style="list-style-type: none">Proposed Cycle way development, Heathcote Expressway, Rapanui-Shag, Riccarton Bush - preparing cultural values statement to contribute to the planning.Input to New Brighton Master Plan.Engaged in Waimakariri Residential Red Zone Recovery Plan and implementation.	<ul style="list-style-type: none">Christchurch Adventure Park in the Port Hills opened in December 2016. Closed in February 2017 following the Port Hills fires.Montgomery Spur new beginner/intermediate mountain bike track developed by volunteers and opened in October 2016. <p>WDC</p> <ul style="list-style-type: none">Waimakariri Residential Red Zone Recovery Plan published in December 2016. A steering Group has been established with partners to oversee implementation. <p>SDC</p> <ul style="list-style-type: none">Yarrs Lagoon is managed to restore and enhance the biodiversity values and provide for community recreational opportunities. Initial stakeholder site visits and meetings held. Scoping document written for the Reserves Management Plan. <p>CDHB</p> <ul style="list-style-type: none">Accessible Christchurch Map completed.Accessible events toolkit in development.Submissions supporting the delivery of the Accessible City Plan developed and detail feedback to improve accessibility provided as consultations occur.
9	<p>Waste Management</p> <ul style="list-style-type: none">Includes contaminated sitesImprove monitoring and tracking of wasteEnforce and manage aftercare of storage, sorting and disposal sites.Maximise recycling at or near source.Reduce illegal dumping by increasing compliance monitoring and enforcement.Prepare waste management plans for future disasters.	<p>Environment Canterbury (WEMT) CCC, WDC, SDC, waste industry, MfE, CDEM</p>	<p>Combined Health and Environmental Hazards Programme Control Group (CHER PCG)</p> <ul style="list-style-type: none">An inter-agency group developed in response to earthquake recovery to provide more information and guidance to assist redevelopment and encourage remediation and re-use of soils on contaminated sites where practicable.CHER oversees the Waste Environmental Management Team (WEMT). <p>Waste Environmental Management Team (WEMT)</p> <ul style="list-style-type: none">WEMT has funding to operate until the end of the 2018/2019 financial year.A business case has been approved with a focus on recovery and rebuild activities that are not dealt with through normal operationsAsbestos aware website (http://asbestosaware.co.nz/) originally developed for Greater Christchurch after the 2010/11 earthquakes and rebuild, has had the information updated so it is relevant for anyone in NZ undertaking or commissioning residential work that may involve disturbing asbestos containing materialsA website (www.contamland.co.nz) provides public and industry of options when encountering and working with contaminants in soils – including disposal, management and treatment, contacts, and what regulations apply. The website is similar to the asbestos aware website already created. <p>Environment Canterbury</p> <ul style="list-style-type: none">Draft guidelines on disaster waste management have been prepared to facilitate preparedness (and subsequent response and recovery) for council and CDEM waste functions. To be completed in 2017. <p>SDC</p> <ul style="list-style-type: none">The SDC HAIL identification project was completed in July 2016. All affected landowners have been notified. In addition, 6 drop in sessions were held throughout the district in late July and early August 2016. <p>CDHB</p> <ul style="list-style-type: none">Advise, encourage and/or assist territorial authorities and regional Councils to:<ul style="list-style-type: none">Identify potentially contaminated sites in the region and identify contaminantsImplement health impact assessment systems to ensure contaminated land is remedied, where appropriate, and to minimise adverse effects on human healthDetermine appropriate land use controls for contaminated sites to minimise the risk to the publicEnsure appropriate advice is provided to manage any public health risk from sites and ensuring any remediation processesInput into plans and policies and where appropriate resource consent applications regarding waste disposal to ensure that the public health effects are considered and managed.	<p>Waste Environmental Management Team (WEMT)</p> <ul style="list-style-type: none">Monitoring and managing asbestos waste. Lessons learnt in Greater Christchurch are shared through a best practice document.Monitoring the dust from quarrying operations with quarry operators having controls in place to have no dust beyond the boundary.Knowledge regarding disposal and management of earthquake waste being applied following the Hurunui and Kaikōura earthquakes and the port hills fire.Providing advice on large projects such as the for Convention Centre, Metro Sports and at the former QEII site. <p>Environment Canterbury</p> <ul style="list-style-type: none">Disaster waste management guidelines: Interim report complete- identifies gaps and lessons, ideas of how a tool might be developed and a strategic direction for the final report. <p>SDC</p> <ul style="list-style-type: none">HAIL Identification programme completed in Selwyn District in July 2016. <p>CDHB</p> <ul style="list-style-type: none">CDHB Pre planning occurred and post meeting set for 10/4.

10. Urban Development and Regeneration update

Reference: 17/419558

Contact: Keith Tallentire ktallentire@greaterchristchurch.org.nz 941 8590

1. Purpose of Report

Purpose of Report

- 1.1 The purpose of this report is to provide the Committee with brief updates on the broad range of urban development and regeneration activities underway across the Greater Christchurch area.
- 1.2 The update collates contributions from partners and a range of other agencies and government departments.

2. Staff Recommendations

That the Greater Christchurch Urban Development Strategy Implementation Committee:

1. [Note the report and receive the attached Urban Development and Regeneration update.](#)

Attachments

No.	Title	Page
A ↓	Urban Development and Regeneration Update - April 2017	66

Urban Development and Regeneration Update

April 2017

Agency	Programme	Update
Regenerate Christchurch	Central City	The Cathedral Square and Surrounds Project Reference Group has met twice. The first meeting on 23 March included a walking tour of the area. The second meeting on 30 March focused on aspirations for the area, the role of the area in the regeneration of the city and the identification of opportunities and constraints. These insights, along with comments from property owners, recent market research and earlier public engagements (such as Share an Idea), have been summarised into a draft set of values to guide regeneration.
	Residential Red Zone	On 25 March Regenerate Christchurch hosted a significant public engagement event for the red zone, the 'Ōtākaro/Avon River Corridor Community Day'. The Minister approved the Outline for the Ōtākaro/Avon River Corridor Regeneration Plan on 30 March. A notice confirming the approval of the Outline has been published in the Gazette and newspapers. The approved Outline has also been published on Regenerate Christchurch's website. An overarching vision and objectives for the Ōtākaro/Avon River Corridor Regeneration Area is being developed. This work will be informed by the recent Community Day and other public engagement initiatives occurring during the next three weeks. Targeted workshops, a roadshow, online research, as well as work completed on technical constraints and solutions, will contribute to the development of the vision and objectives.
	Draft Cranford Regeneration Plan	The Council approved the draft Cranford Regeneration Plan on 23 March and Regenerate Christchurch has publicly notified it for written comment. The comment period closes on 2 May.
Development Christchurch Ltd	New Brighton Regeneration Project	DCL's regeneration approach for New Brighton has been approved by Council, subject to funding for various projects being secured. The Whale Pool upgrade is already funded and this year's Draft Annual Plan includes a proposal for an additional \$11.2 million, over the \$8m already budgeted, to complete the first stage of the Hot Salt Water Pools. Work is now underway on the design of the New Brighton community playground and Whale Pool and a play workshop was held in New Brighton with key stakeholders, Canterbury Sport, Council and DCL on 6 April 2017. DCL is also facilitating the revitalisation of the commercial core with current new businesses, landlords, tenants and the community.
	Land Transfer Proposal	Christchurch City Council is seeking feedback on a proposal to transfer three properties to Development Christchurch Limited (DCL). Transferring the properties to DCL allows it to use the land for specific regeneration outcomes,

		and to access capital for investment purposes. The proposal encompasses three packages of land on Peterborough St, Beresford St and Milton St. The consultation closes on the 5 May 2017.
	Christchurch Adventure Park	DCL continues to work with the Christchurch Adventure Park assessing damage and rebuild/reopening options following the Port Hills fires.
Department of the Prime Minister and Cabinet (DMPC)	Greater Christchurch Group	No further update since last report.
Government departments	MBIE residential rebuild and insurance	<p>Monitoring</p> <p>As of 31 December 2016 97.5% of all first time dwelling claims have been settled. EQC have 405 unsettled under-cap claims, this number does not include re-opened claims, which are understood to be the current main focus of EQC's efforts. There remain 3,790 unsettled over-cap claims. Over one quarter of these unsettled claims relate to multi-unit buildings, positively the settlement rate of these claims has improved markedly over the past year.</p> <p>The Public Sector Rebuild is projected to cost \$6.4bn on completion. As at 31 December 2016, 74% of projects by value have either been completed or are in progress. Peak expenditure is expected to occur in 2017 and be maintained at a high rate through 2018. Recent achievements include HNZ completing its new house build and repair programme.</p>
	LINZ land management	<p>As at 5 April 2017</p> <p>Flat Land Clearance:</p> <ul style="list-style-type: none"> 7,092 dwellings have been cleared by the Crown and Insurers from Crown-owned properties A further 5 properties are currently delayed and clearance cannot proceed. <p>Port Hills Land Clearance:</p> <ul style="list-style-type: none"> A total of 393 Crown owned properties in the Port Hills have been cleared A further 23 properties are currently underway <p>Residential Red Zone Offer Process update:</p> <ul style="list-style-type: none"> Of the 7,871 properties in the residential red zones (including 196 Housing NZ properties) 7,720 have now settled with the Crown 148 did not accept and 3 are yet to settle due to specific individual situations. There is one remaining Rapaki property which is not due to settle until June 2017. The remaining two may not settle due to legal impediments.
	MoH	No further update since last report.

Canterbury District Health Board	Psychosocial Wellbeing	<p>The greater Christchurch Psychosocial Committee meets two-monthly. The Governance Group met in March. Minutes note that:</p> <ul style="list-style-type: none"> Following discussion with Selwyn and Waimakariri District Councils, Healthy Christchurch is exploring the opportunity to expand to Healthy 'Greater' Christchurch. An Interim Group is convening to formalise a decision about the network's expansion and address leadership responsibilities for the 'Health & Community' stream of the updated UDS. Community Resilience Partnership Fund: MoH has given \$1 million per year for three years; CCC has matched the funding. It will be directed at projects that build community connectedness and resilience with a focus on becoming self-sustaining in the future. A year on from inheriting the CWI, it is valuable to review its content and purpose. A full review requires concerted effort, including scanning similar projects and identifying potential partner agencies' needs to develop something fit for purpose. The Index will not be produced this year; the intention for 2017 is to work with the greater Christchurch partnership to design a product that is future-focused and useful for influencing planning.
Environment Canterbury	Regional Approach to Managing Natural Hazard Risk	<p>The key work to date includes documenting roles and responsibilities in hazard management (Milestone 1); undertaking a stocktake of research (Milestone 10); and assessing how we communicate risk within our communities (Milestone 17). Progress on each of these milestones was presented at a March workshop and will be circulated to the working group.</p>
	Lyttelton Port Recovery Plan	<p>Whakaraupō/Lyttelton Harbour Catchment Management Plan The Science Advisory Group is completing an issues and options paper, and drafting an integrated monitoring plan to build on existing monitoring in the catchment and develop monitoring indicators. A series of workshops in May and June will inform the community of progress with the project and provide an opportunity for feedback on the Science Advisory Group's recommendations. Development of the final Catchment Management Plan will begin in May and there will be opportunities for further community input in September.</p> <p>Te Ana (Dampier Bay) access agreement The remaining issue to resolve for the access agreement is the date that permanent access is provided. Negotiations are continuing between LPC, CCC and Environment Canterbury to reach agreement on this.</p>
Christchurch City Council	Replacement District Plan	<p>Recent public notices made approximately 95% of the Replacement District Plan operative. Council continues to progress the remaining appeals through the appropriate processes.</p>
	Regeneration	<p>The Port Hills fire recovery effort has been established in partnership with Selwyn District Council.</p> <p>In addition to the ongoing projects described in previous updates:</p> <ul style="list-style-type: none"> Supporting and providing resources to Regenerate Christchurch for the Cathedral Square and Surrounds Strategy project.

		<ul style="list-style-type: none"> As part of the statutory consultation requirement on the Development Scheme for surplus land at Riccarton Racecourse, as set out in the 2016 Riccarton Racecourse Development Enabling Act, Christchurch City Council have provided a submission on the Scheme to the Minister of Building and Housing. <p>Scoping work has commenced for Southshore and South New Brighton in partnership with Regenerate Christchurch.</p>
	Policy and Strategy	The Development Contributions Policy is under review and is proposing greater use of catchments to reflect the cost of providing infrastructure in different parts of the district.
	Resilience	Support for the social innovation sector and review of Council's procurement policy to enable social enterprises to participate, in the lead up to the Social Enterprise World Forum in September 2017.
	Heritage	<p>The development of a heritage strategy is underway for Christchurch City including Banks Peninsula.</p> <p>Heritage Incentive Grants approved for:</p> <ul style="list-style-type: none"> The former Post Office Building at 209 High Street Tiptree Cottage in Harewood
Selwyn District Council	District Plan Review	<p>Stage One of the review is complete.</p> <p>Stage Two of the review commenced in July 2016. This stage includes issues and options, community consultation and the development of the 2nd Generation District Plan.</p> <p>The team has largely completed the first draft of project plans and is looking forward to working with Mahaanui Kurataiao to develop integrated work plans on topic areas where there is a high level of cultural input required.</p> <p>The team has also completed the tender evaluation process to establish a Panel of Suppliers for the District Plan. We have finalised, or are in the process of finalising, a number of scopes of work in line with the project plans for internal and external work packages. These scopes of works will be sent out to the various Suppliers to undertake these work packages.</p> <p>The Panel of Suppliers will include planners, urban designers, transport engineers, infrastructure engineers, experts in air discharges, noise, hazard identification and mapping, GIS, heritage, ecology, and economic modelling and assessment.</p> <p>Scopes will be staggered or sequential and new scopes are likely to be identified over time. This will be an on-going process of procurement and contract management as the work programme evolves. We are currently looking at releasing a number of scopes of work over the next couple of weeks.</p> <p>Work is underway on a Community and Stakeholder Engagement plan.</p>

	Selwyn District Housing Accord	<p>The Selwyn Housing Accord between the Selwyn District Council and the Government is intended to increase land and housing supply in the Selwyn District during the period in which the Housing Accords and Special Housing Areas Act applies.</p> <p>Two areas in Rolleston have been identified to achieve this target and more information on the location of these areas can be found on the Selwyn District Council website. http://www.selwyn.govt.nz/services/planning/special-housing-areas</p> <p>Council and landowners are currently working through the development of resource consents to give effect to the Housing Accord Special Housing Areas. The Housing Accord land aims to deliver around 1381 lots to the market of which 10% (around 137 lots) will be at an affordable price point of \$416K.</p> <p>South Farringdon Special Housing Area</p> <p>As at December 2016 the South Farringdon Special Housing Area has now been consented for a total of 243 new sections with a total potential yield of 292 new dwellings. The first development stages are under construction.</p> <p>The first development stages 1A, 1B and 2 will deliver 132 residential sections of which 7 are comprehensive sections for future medium density development, with a total yield of 166 new dwellings.</p> <p>The second development stages 3 and 4 will deliver 111 residential sections of which 4 are comprehensive sections for future medium density development, with a total yield of 130 new dwellings.</p> <p>The resource consents for the final development stages 5 to 7 are currently being considered by Council and are anticipated to deliver 162 residential sections of which 6 are comprehensive sections for future medium density development, with a total yield of 197 new dwellings.</p> <p>This equates to a total anticipated yield of 402 new sections within the South Farringdon SHA and a total anticipated yield of 489 new dwellings.</p> <p>To date, 28 new dwelling building consents have been approved within the South Farringdon SHA and a further 12 are being processed.</p> <p>Geddes / Dryden Trust Special Housing Area</p> <p>As at December 2016 the Geddes / Dryden Trust Special Housing Area has now been consented (under one application) for a total of 743 residential sections of which 57 are comprehensive sections that will be further developed to provide 201 houses on separate sections; and one commercial section. There will be a total yield of 888 new dwellings.</p>
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	National Policy Statement on Urban Development Capacity	<p>The Policy Statement directs Council to actively monitor housing and business land up-take and to identify and address any potential or actual capacity issues within the district. Selwyn District meets the definition of a High Growth Urban Area and Craig has been charged with developing the work program for the next 2 years that will be required to fulfill these new statutory obligations.</p> <p>It was agreed at the Selwyn District Plan Committee meeting on the 22 March that the scope of the NPS-UDC will be limited to the Urban Development Strategy area (Greater Christchurch).</p> <p>We are working collaboratively with our Urban Development Strategy partners in this space and more specifically on the growth settlement plan and growth modelling ahead of a review of the urban development strategy for greater Christchurch.</p>
Waimakariri District Council	Waimakariri Red Zone Recovery Plan	<p>Regular meetings are underway with LINZ on development of the Land Divestment Plan and associated details. Other works underway and recently completed:</p> <ul style="list-style-type: none"> • Website developed and live as of 7 April. Includes key messages, FAQ, links to Recovery Plan, Participation Strategy, and high level timeline of short term projects • Initial flyers and advertorials for the Implementation Phase published and distributed • Establishment of WDC partnership arrangements with Te Ngai Tuahuriri Rūnanga and Te Kohaka o Tuhaitara Trust underway • Development of Recreation and Reserves Masterplan underway • Development of Horizontal Infrastructure strategy underway (e.g. road network, walking/cycling links, stormwater management, utilities decommissioning, road stopping etc in the Regeneration areas) • Preliminary & Detailed design of Kaiapoi South (Courtenay Drive) and Kaiapoi East (Feldwick Drive) key roading links underway, including public consultation – first road re-construction starts August 2018 • Three-waters infrastructure recovery/repair projects procurement continuing – first project commences April 2018 • Concept design of Dog Park underway.
	District Development Strategy (DDS)	<p>Public and stakeholder engagement to help inform development of the DDS is completed, other than further key stakeholder engagement. Drafting of the DDS document 'Our District, Our Future Waimakariri 2048' is underway. This will focus on the seven key themes set out in the discussion document released late in 2016.</p>

		<p>Background technical work continues to progress, including a population model based on Statistics New Zealand medium projections. This model will assist with spatial planning and inform the preparation of the 2018-2028 Long Term Plan. The seven themes from the DDS will assist with further drafting of the District Plan later this year.</p> <p>Release of a draft District Development Strategy document for formal public consultation is scheduled for late June 2017, followed by opportunities to be heard by Council. For more information see: http://www.waimakariri.govt.nz/your-council/district-development.</p>
	District Plan Review	<p>Key progress steps on the District Plan review are as follows:</p> <ul style="list-style-type: none"> • District Plan effectiveness reviews looking at how well the Plan has been working are complete and summaries will soon be made available on the Council's website. • An analysis of the relationship between the Regional Policy Statement and the District Plan is complete. Maahanui Kurataiao Ltd have completed a report to identify, assess and set out findings relevant to the iwi authority. Thought is now turning to resourcing the drafting of various parts of the Plan and the extent of cultural analysis and input required. • A potential structure for the Plan review, following on from an earlier resolution of Council to prepare a more activities focussed second generation Plan for the District, is nearing confirmation. A zoned based approach with district wide rules is preferred. Staff are mindful of the national direction incorporated within the amendment bill and the timing of this. <p>Communication and engagement processes are also being finalised and with new staff employed by Council in this area, the District Plan review will be made much more public in mid-2017. Thinking is also turning to the development of issues and options papers for public and stakeholder feedback. These will follow nearer the completion of the DDS.</p>
	Kaiapoi Town Centre 2028	<p>The 2011 Kaiapoi Town Centre Plan (KTC Plan) was completed following the September 4th earthquake, recognising that the Kaiapoi town centre was significantly damaged and that a coordinated approach needed to be undertaken for its restoration and redevelopment. With the Waimakariri Residential Red Zone Recovery Plan now in place, the KTC Plan is to be reviewed to address issues and opportunities arising from the residential red zone areas of Kaiapoi, which at the time were only just at the beginning of the red zoning process. In particular, a key driver of the review relates to the mixed use business areas identified by the Recovery Plan to complement and extend the existing town centre. The review progress is in its early stages and is proposed to progress through to June 2018.</p>

Te Rūnanga o Ngāi Tahu	Mahinga Kai Exemplar Project	The Five Year Strategic Plan for Mahinga Kai redevelopment, endorsed by Ngāi Tahu, is the basis for ongoing Steering Group meetings. The priority is the Exemplar Project as a demonstration of what might be possible in the Residential Red Zone.
	UDSIC Appointments	It is expected that the new Ngāi Tahu UDSIC members' appointments will be finalised in April 2017.
New Zealand Transport Agency	Long Term Strategic View	The NZTA is currently developing a long term strategic view for Transport and will be seeking feedback from its partners. This will help to identify the parts of the transport system that need to be areas of priority and focus; what we want to achieve in those areas and priority focus and the challenges and opportunities that we face both now and in the future. This could be a useful input into the UDS review.
	State Highway Programme Business Cases	<p>The NZTA are working on several Programme Business Cases that will help shape and inform future land transport programmes. These Programme Business Cases' are:</p> <ul style="list-style-type: none"> State Highway 1 Picton to Christchurch including the Christchurch Northern Access (State Highway 1 and State Highway 71): The capacity issues across the Waimakariri River have led to the Waimakariri Bridge southbound lanes proposal that went to UDSIC recently. The next step is to take the Programme Business Case to the NZTA Board in June as part of the State Highway 1 Picton to Christchurch Programme Business Case. State Highway 73/76/1 Programme Business Case looks at the south and west of greater Christchurch, including Rolleston. State Highway 73 and 1, Western and Southern (State Highway 1). This will confirm the strategic network around Rolleston. The intent is to go to the NZTA Board in July. State Highway 76 covers Brougham Street, NZTA and CCC are working together to ensure we have a one network business case for Brougham Street and the adjacent network including Moorhouse Avenue and north – south movements across Brougham Street. The intent is to take this to the NZTA Board in July.