

Briefing for Hon. Michael Woodhouse

Plans and planned development of strategic interest – North Dunedin

Strategic plans

- Tertiary Precinct Development Plan – 2008

In 2008 the City Council, University of Otago and Otago Polytechnic formally committed to working together in pursuit of the following goal:

“To contribute to the creation of a quality, sustainable campus environment and a vibrant tertiary quarter, ensuring Dunedin’s place as the Education capital of New Zealand.”

They developed a shared Development Plan for the tertiary precinct and have been working together since then to co-ordinate planning. 24 of the 50 actions have been completed. The DHB and ORC have subsequently joined the process and the plan is scheduled for review this year.

- University of Otago Campus Master Plan

In 2010, the University of Otago released its Campus Master Plan to guide the development of its campuses over the next 20 to 25 years. Key themes of the Master Plan are to achieve a compact walkable campus, accommodate future growth, plan places for interaction and informally study, integrate city and campus and achieve a sense of place. This includes forming better links between the health science buildings near the hospital and the core campus area.

- Second Generation District Plan

On September 26 2015, the Proposed Second Generation Dunedin City District Plan (2GP) was released to the public for formal submissions. The hearings process is currently underway and scheduled for completion in July with decisions due around September 2017.

Like the operative District Plan it defines a Campus zone. It also defines a Museum and Hospital zone.

- Central City Plan

The Central City Plan (CCP) is guided by Dunedin’s Spatial Plan and based on the Central City Framework Plan developed in 2011 through a public workshop “Inquiry by Design” process. It was formally adopted by Council in 2015. Identified within the CCP are four key urban ‘quarters’: (1) Retail Quarter (George St area), (2) Warehouse Precinct, (3) Creative Quarter (Princes St area), and (4) Cultural and Entertainment Quarter (Octagon/Lower Stuart St area). Warehouse Precinct implementation is underway and due to be completed in the 2017/18 financial year. Next steps include the design development of and consultation in regard to the other three CCP ‘quarters’, so that physical works can begin in 2019. Development of the Tertiary and Medical Precincts will be coordinated with these CCP efforts. Estimates for amenity and safety upgrades in the CBD is around \$42 million.

Major Developments

Hospital redevelopment

DCC has been working with University and DHB on coordinated planning since 2008 when the Ministry of Health commissioned consultants Chow Hill to coordinate a master planning exercise. Since that time the DHB has been part of the Tertiary Precinct Planning group, a planning forum comprising the City Council, Otago Regional Council, University of Otago and Otago Polytechnic.

Bus Hub

The ORC's Regional Public Transport Plan 2014 aims to improve public transport in Dunedin. Planned improvements include four new superstops and a central city bus hub. Existing bus routes through the city centre will be reorganised so all buses will arrive and depart from a proposed new central city bus hub. The proposed location is Great King Street between Moray Place and St Andrews Street. The intention is that buses will travel through the bus hub in both directions, picking up and dropping off passengers on both sides of the road. A number of intersection and road safety improvements will be required to accommodate the public transport changes and bus hub. This project is fully funded by the Otago Regional Council and NZ Transport Agency, including the intersection improvements.

Cycleway / One way pair and Tertiary Street improvements

The NZ Transport Agency is developing separated cycle lane on the one-way system from Queens Gardens north to the Botanic Gardens. This route is strongly favoured by cyclists because it is the most direct and convenient to destinations in the central city. The separated cycle lanes will provide the greatest safety benefits for cyclists who have been over represented in fatal and serious crashes on this route. Construction is expected to start in mid 2017 on stage one of the project along Cumberland Street - between Duke Street and the Otago Museum. This project will result in the loss of on street car parks, and DCC is looking at options to alter on-street parking in nearby local streets to off-set the loss. The remaining sections of the one-way system cycle lanes will follow in 2017/18, with the entire project taking around 15 months to complete. This project is fully funded by the NZ Transport Agency.

Dunedin City Council is supporting the NZ Transport Agency's project by improving the road environment along five connecting streets between the one-way system. The SH1 cycle lanes will form a spine through the city centre and the local roads will provide the connections between the northbound and southbound separated cycle lanes. Approximately \$1.3M has been allocated for this North Dunedin section of Dunedin's cycle network. Two-thirds of this funding is being met by the Government through the Urban Cycleways Programme (UCP) and National Land Transport Programmes (NLTP). The remaining one-third is Dunedin's local share.

The Otago Polytechnic, University of Otago and Dunedin City Council are working in partnership to improve the pedestrian and cycling environment around the tertiary campuses, and to address a number of safety and accessibility issues in the area. Concept estimates for street changes at the medium level are in the region of \$5 - \$7 million. Costs of initial concept development work were split equally between the three partner organisations. No cost sharing arrangement is in place for future work, but will be negotiated as the Council and the partner organisations proceed through a project planning and initiation phase.