



THE SHAPE OF CHRISTCHURCH

within the frame of the 4 avenues

A PLAN DEVELOPED THROUGH THE
INNER CITY CHARRETTE

Lucas Associates, landscape planners, for the various residents' groups - ICON, ALPA, MOA, Chester, Victoria; the retailers - ICPT; and, professional organisations - HPT, NZIA, NZILA. Instigated by the Civic Trust and supported by the Christchurch City Council.

November 1995



Lucas Associates

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A Plan developed through the Inner City Charrette involving a 3-day community workshop as a planning process. Instigated by the Civic Trust; professional groups including Institute of Architects (NZIA), Institute of Landscape Architects (NZILA), Historic Places Trust (HPT), and, the Inner City Promotion Team (ICPT); along with residents' groups including Inner City West Neighbourhood (ICON), Victoria Neighbourhood Committee, MOA Neighbourhood Committee, Avon Loop Planning Association (ALPA), and, the Chester Street Residents Association. The process was supported by the Christchurch City Council.

October-November 1995



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1. BACKGROUND & PROCESS	3
2. SUMMARY OF SHAPING SOUGHT	6
3. WHO'S IN THE INNER CITY	9
4. ESSENTIAL CITY CHARACTER	13
5. ISSUES IDENTIFIED	15
6. OVERALL CHANGE SOUGHT	17
7. BUSINESS	19
8. RESIDENTIAL	21
9. CIRCULATION	23
1. North-West	25
2. City Core	26
3. South	27
4. East	28
5. North	39
10. BUILT FORM & DENSITY	34
1. North-West	35
2. South-West	35
3. South-East	36
4. North-East	36
11. OPEN SPACE	41
1. West	43
2. City Core	44
3. South	45
4. East	46
12. HERITAGE & AMENITY	47
1. West	52
2. City Core	44
3. South	45
4. East	55
5. North	56
13. MANAGING CHANGE	59
1. North	59
2. City Centre	59
3. South	60
4. North-East	61
14. QUESTIONNAIRE	63
Questionnaire results	64
15. EVALUATION	67
Evaluation results	68
16. INDIGENOUS ECOSYSTEMS	69
17. REFERENCES	69
18. PARTICIPANTS	70

1. BACKGROUND & PROCESS

To address management of change in the inner city, the Civic Trust had several meetings with interested professional, business and resident groups from July 1995. On behalf of the groups, the Civic Trust sought support from the Christchurch City Council to undertake a planning exercise using the charrette process (Morris & Kaufman, 1995) in a reduced form (Lucas, 1994; Lucas 1995a), an accelerated planning technique.

The groups sought Lucas Associates' involvement in preparation for the charrette, and in facilitating and documenting the process. The City Council agreed to support the proposed process to assist in development and promotion of planning with the involvement of community groups.

Council staff reviewed the 1992 report from the Civic Trust and other groups then involved in developing an urban design approach. They reported to the representatives of the ten groups their analysis of how the City Plan incorporated the approach sought. This provided an agreed basis from which to address the city changes that remained of concern. A three day workshop was agreed upon.

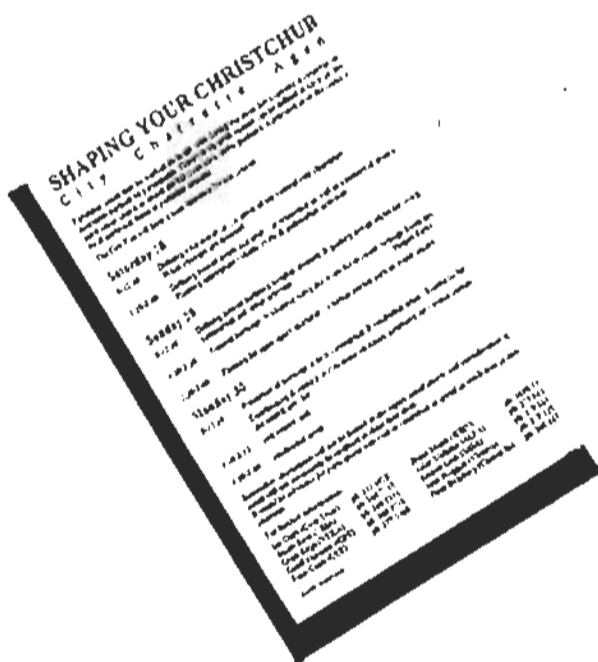
Representatives of the 10 groups were consulted by Lucas Associates to identify the main themes and issues to be addressed. From this, a flier and a poster were drafted by Jeremy Head (Lucas Associates). Printed by the City Council, each group had the responsibility of distributing fliers to their membership. Lucas Associates contacted and distributed to an extensive range of other inner city interests, including local runanga, the retail organisations and complexes (including Central City East, North of the Square, City Mall Association, and, South City), transport industry, churches, police, education and health organisations, visitor, entertainment and accommodation industries, housing assistance and environmental organisations, and, elected representatives. The Civic Trust organised media publicity.

WORKSHOP

The workshop was held in the Cranmer Centre, Cranmer Square on Saturday 28, Sunday 29 and Monday 30 October 1995, 9am to 5pm each day. It was a free public workshop and people could attend for as little or as much as they chose.

Following discussions with group representatives, a suggested programme had been distributed on the reverse of the flier. This was to enable people to attend at times when the topic would be of most interest, and to ensure key issues were not the focus when key participant bodies were unable to attend e.g. ICPT requested aspects affecting retail/commercial activities not be scheduled after 3pm on Monday, and, Historic Places Trust, requested built heritage protection be held until Monday.

The workshop was facilitated by the Lucas Associates team, led by Di Lucas, with Ines Stäger, Jeremy Head and Paul Quinlan, and, with support from Policy and Planning Unit staff, Christchurch City Council. As participants arrived, they were asked to note their presence on a sheet, whether they represented an organisation, and, with phone number so they could each be contacted during the documentation process.



The workshop process involved introductory sessions by Di Lucas, explanations regarding City Plan interpretation by Council staff, particularly Ken Gimblett, and division into small working groups to discuss and work through each question proposed by the facilitator. Often a group addressed a particular area of the inner city. The areas prescribed differed for different topics. Whilst residents' groups' boundaries and the River were also used, Colombo Street and Worcester Street were main dividing lines.

Each group came to agreement, recorded this briefly on a sheet, and reported back to the gathering. The report-back sessions were recorded on cassette by Dean Chrystal. Whilst the workshop process was confined to the Cranmer Centre venue, as programmed, mid-way through the three day workshop, participants joined in on a short walk. Planning options and their effects on the natural and open space heritage features of Hagley Park and the Avon River were considered.

TANGATA WHENUA

On-going consultation is being undertaken with tangata whenua through the runanga of Ngai Tuahuriri.

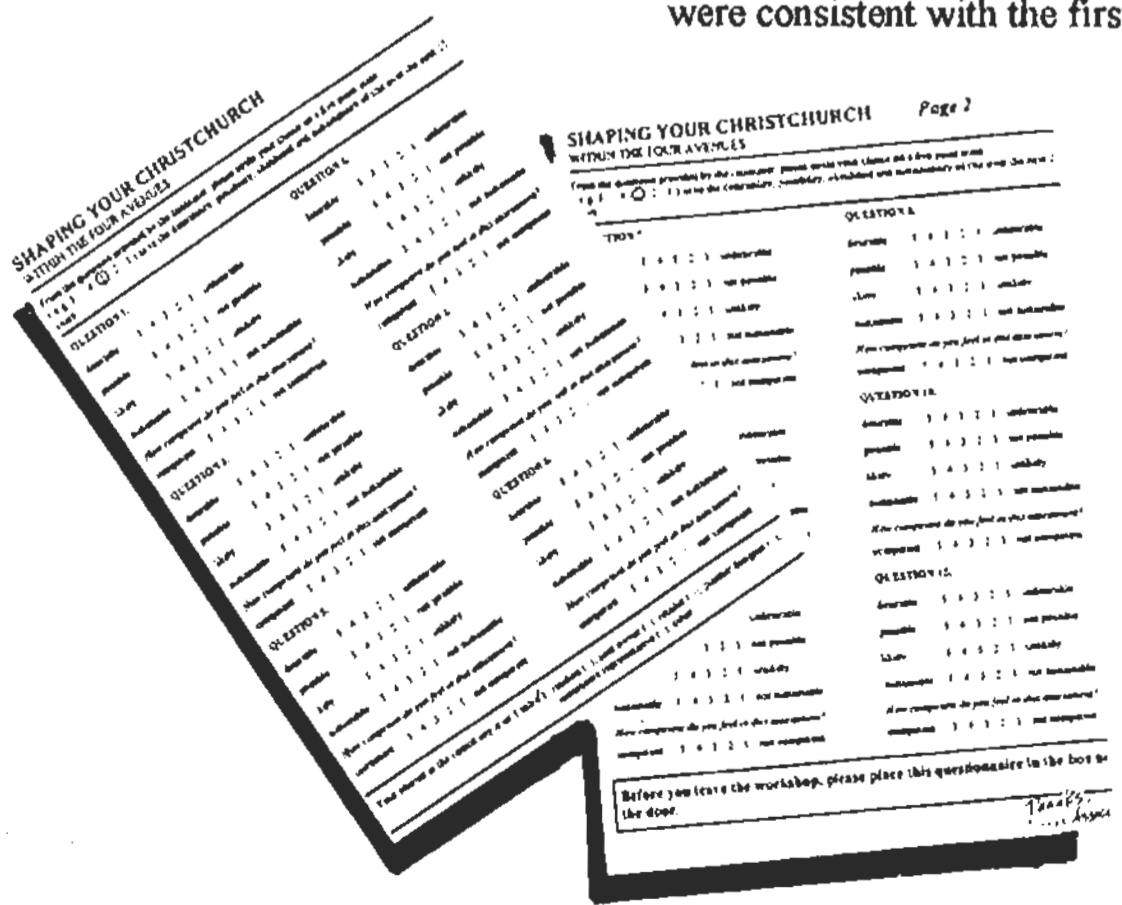
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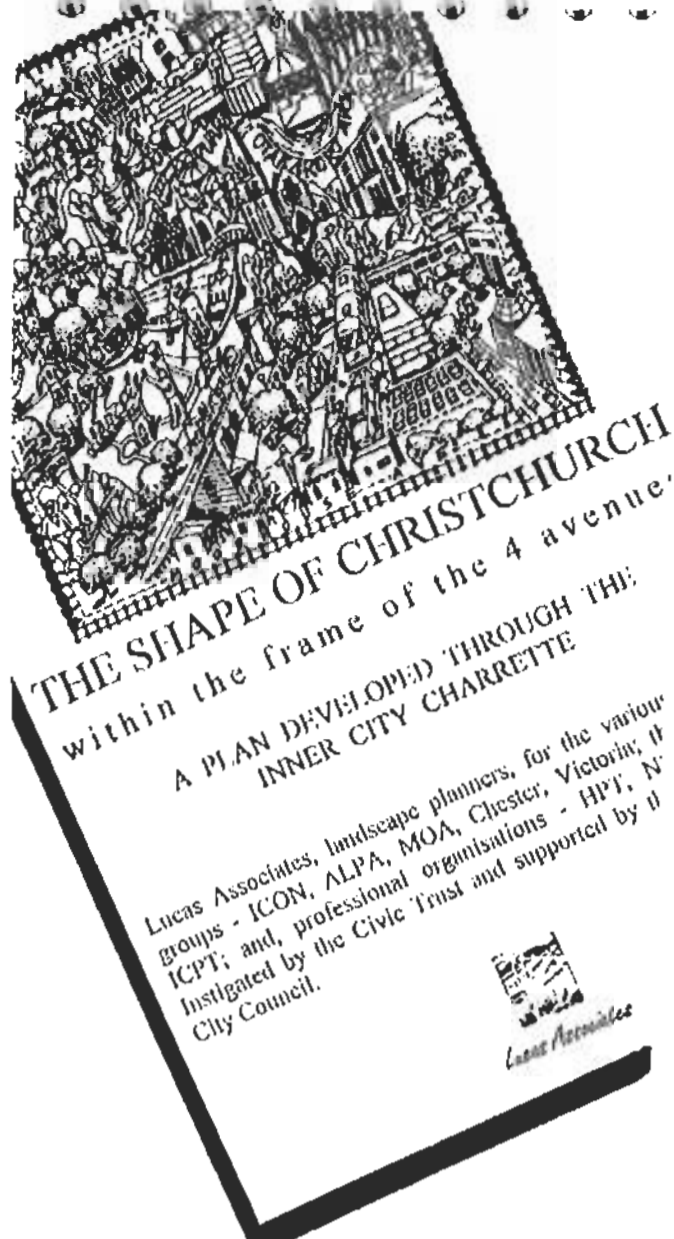
Written comment was also invited for those unable to attend the workshop. Written comments were received from eleven people. These were found to complement the workshop outcomes. Particular concerns were expressed at the need for rules for heritage building protection; high rise prevention; and, the need to reduce car dominance through addressing the ease of car use compared with other modes. Community sports facilities needed. The need to assess off-site effects of any proposal, e.g. vehicle and pedestrian pressures. Concerns at design details, particularly colours of pavings, dominant signage, and over-development of spaces.

QUESTIONNAIRE

The facilitator developed questions for individual confidential responses, particularly regarding topics where full agreement was not necessarily apparent. A questionnaire of 12 questions was developed through the three days, and answer sheets distributed to participants to complete whatever questions had been developed prior to their leaving the workshop.

Further questionnaires were made available when the first draft of the documentation was presented for comment from participants. The responses from both sets have been analysed, the first being tabulated in drafts 1 and 2. As the responses of the second set were consistent with the first, they have been combined and recorded in Section 14.





DOCUMENTATION

The workshop document was compiled by Di Lucas and Jeremy Head to convey participants' desired shape of Christchurch as framed by the Four Avenues. Concepts have been described in word, plan and framed graphic.

Please note that the City as framed by the Four Avenues is herein generally described as the "inner city". Thus it includes the business, cultural, open space and living zones within these avenues. This is a smaller area than that defined as "inner urban" in the City Plan. The City Plan defines a Central City Zone as that embraced by the business areas within the Four Avenues. The City Core herein describes the CBD.

Areas have been described geographically as north-west, north-east, etc. These names do not necessarily equate with any particular group or place name.

The 1st draft closely followed the workshop format, with maps plus graphics added, and was presented to the representatives of the ten groups on 22 November. Other participants able to be contacted were also invited to see the document then. The draft was displayed for people to check that it represented the workshop outcomes - corrections and suggestions were sought. Some 50 people participated in this first check and edit exercise.

Seeking to incorporate these edits, a 2nd draft of the text and maps was available to groups on 24 November. The 3rd draft involves re-organisation of the data to better group information with regard to theme then place. The January 1996 reprint involves some minor refinements, particularly regarding presentation.

The Summary which follows this introduction provides an interpretation of some of the key charrette outcomes with respect to relationship between these and the City Plan.

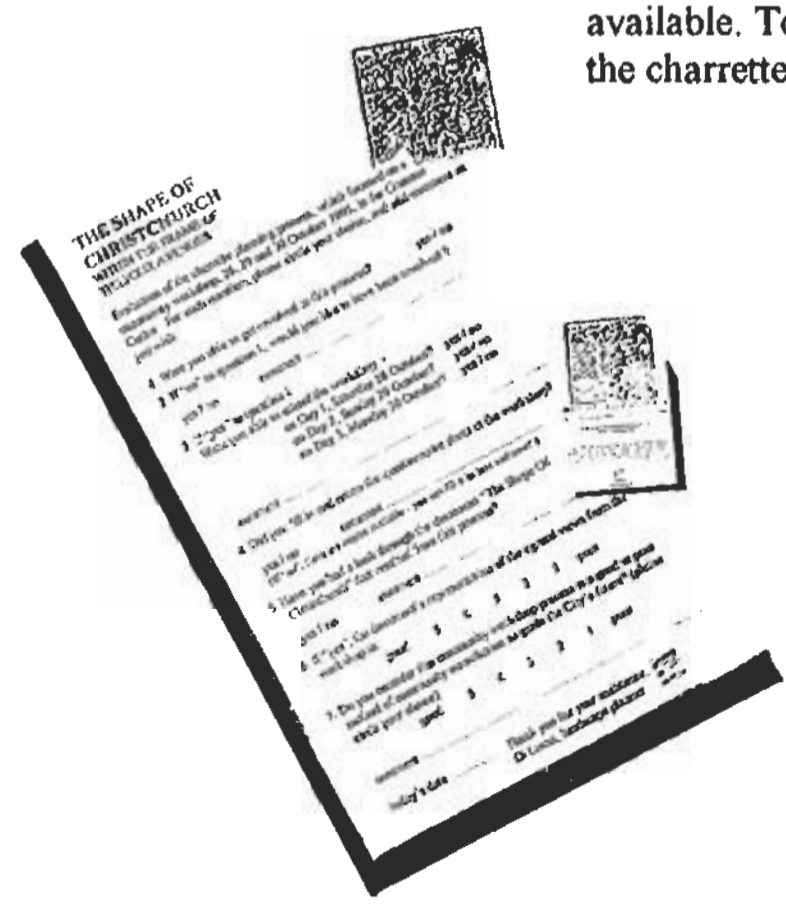
CITY PLAN

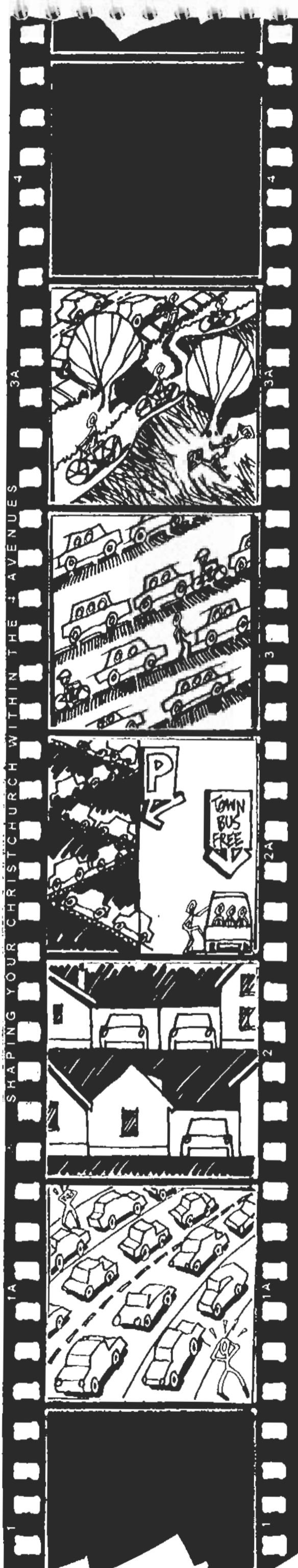
The proposed district plan for Christchurch City was notified on 24 June 1995. The plan has formed a base document for the charrette. "Fringe", "frame", activity zones, "SAM areas, etc. all refer to this plan.

Submissions to the City Plan close on 30 November 1995.

EVALUATION

From when the first draft of the charrette document was presented to participants for checking, an evaluation form has been available. Results from those filled out on 22 November have been compiled and further responses will be added as they become available. To date the responses have been overwhelmingly positive with regard to both the charrette process used and the documentation (see section 15).





2. SUMMARY OF THE SHAPING SOUGHT

Considerable change is sought in the management of the inner city. Much of the change sought is indicated in policies and objectives in the City Plan. Analysis of the charrette outcomes shows an endorsement of the Council's vision for the city. However the analysis clearly shows that the City Plan does not take this vision far enough in terms of implementation mechanisms.

The charrette sought additional objectives to those in the City Plan as well as considerable development of methods to implement the various objectives. The greatest differences between the City Plan and the Charrette outcomes is in the methods. A number of the key changes sought are noted:

CIRCULATION

A fundamental change sought is in the commitment to addressing serious changes in transport modes. The sustainability of the inner city is seen to be inextricably linked to improved public transportation, cycling and pedestrianisation, and reduced commuter car use within the Four Avenues. The City Plan notes some objectives for addressing this change, but includes few methods for the achievement.

PASSENGER TRANSPORT

To seriously address public passenger transport, transport corridors are seen as necessary, that is, rapid public transport systems along key routes with enhanced modes and dedicated traffic lanes. The City Plan does not include an objective or any methods for actual implementation of improved public passenger transport.

Similarly, the Plan has an objective of Park and Ride which could be a useful contributor to passenger transportation development. Methods are needed to implement the Park and Ride approach.

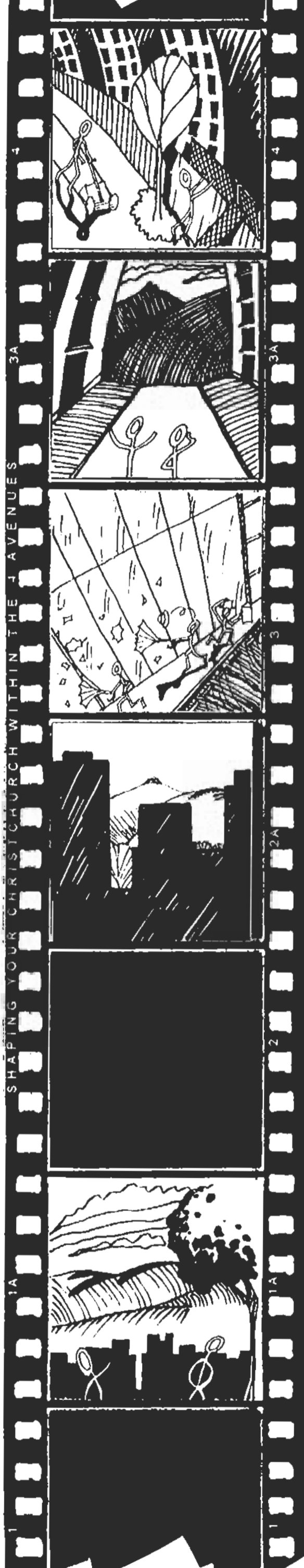
CYCLING

Cycle infrastructure of facilities and cycle lanes, and cycling priority.

PARKING REQUIREMENTS

In developing a site, the City Plan proposes minimum off-street parking requirements or cash in lieu for council to provide parking. Whilst parking provisions must be required for certain circumstances, if the transport issues are to be seriously addressed, the charrette participants were unanimous that maximum and reduced parking provisions are required along with contribution, commitment and provision for public passenger transport. Limiting car parks for inner city residential activities is sought, along with car-free development opportunities.

The City Plan does not include methods to achieve the transition from private car dominance to the modern, efficient and convenient public passenger transport considered necessary to achieve a sustainable city.



LIVING

The charrette highlighted the fundamental diversity between different living communities within the inner city. The City Plan addresses such diversity minimally - some maximum height differences, and definition of special amenity areas (SAm areas). Outcomes from the workshop indicate that the diversity between inner city areas needs to be addressed much more fully.

Rather than the concentric model of increasing density toward the core and nodes, it is shown that the values of heritage and amenity are such that any marked density increase would be most destructive. Alternative criteria, methods and forms are sought. As well as considerable heritage protection, pilot areas for "cutting-edge" environmentally sustainable development are proposed.

BUILT FORM

Retention of the low-rise, aesthetic and historic qualities of the inner city, and its sense of place against the distant but treasured Port Hills. Protection of amenity is sought for those living in, working in and visiting the inner city. Management of micro-climate is considered crucial, particularly avoiding wind funnels and ensuring access to sun and vegetation, and, the conservation of built heritage.

FRAME & FRINGES

For crucial open space within the city - particularly Hagley Park, Cranmer, Latimer, Cathedral and Victoria Squares, the river environs and Boulevard, as well as other streetscapes - it is considered extremely important that the built form that visually or climatically abuts these spaces be controlled to ensure the open space qualities are enhanced and that built development does not have any significant adverse effects. To sustain the amenity of the inner city, the charrette sought substantial alterations to the potential built form to that proposed in the City Plan. Substantial changes are sought to the built Frame and Fringes.

SQUARES

Three of the Squares - Victoria, Cranmer and Latimer - are proposed as Conservation 2 (Historic and garden city parks) Zone in the City Plan. Cathedral Square and the Boulevard west has SP (Pedestrian Precinct) status. These do not include the surrounding streets nor the adjoining properties. Policies and objectives to manage the context of each Square are required. As well as methods including rules, incentives and guidelines to control built form, setback, design and appearance, frontage treatment and management, are needed for the surrounds of each of the four Squares, plus the Worcester Street/Boulevard east and west.

OUTSTANDING LANDSCAPES

PORT HILLS

Whilst the City Plan recognises the Port Hills as an outstanding natural feature and landscape, there are few methods to manage the relationship of the inner city to the hills. The charrette process indicates the importance of managing hill and mountain views for the sense of place, identity and orientation within the heart of the city. An additional management mechanism, protection of viewshafts, was proposed.



AVON

The community also sought recognition of the Avon River as an outstanding natural feature and landscape. Management of the river precinct is needed to recognise this importance both experientially and ecologically.

The Conservation 3 (Waterway Conservation) Zone status delineated for the Avon is not adequate to address the river environs. Not only the river, banks and margins need special consideration, but also, the adjoining streets, public space and properties beyond need to be considered as the river precinct. Management of all that affects and encloses the River corridor requires consideration.

HERITAGE & AMENITY

The heritage protection mechanisms of the City Plan were endorsed and further development is sought. In addition, identification of additional heritage features and considerable extension of SAm areas is sought in both east and west. Expansion is sought of the mechanism for protection of context of character buildings in the city core, and application to the context of other heritage values. Development of "community based management plans" has wide support from communities.

The City Plan does not include objectives and methods to address sustaining amenity. Given the development pressures on particular areas of the inner city, aesthetic coherence and pleasantness will not be sustained without specific rules to address such dimensions as design and appearance of structures, and, the treatment of setbacks. Mechanisms are also required to better manage noise generation from events and activities based in public open space and certain traffic and amplified noise.

Appropriate recognition of the heritage of tangata whenua within Otautahi is sought through commitment to consultation, appropriate management and any interpretation e.g. of the Otautahi Pa site near the river in the north east of the inner city.

VEGETATION

To enable the absorption of greater built density within the inner city, incorporation of green areas is essential. Requirements to establish trees and shrubs on street setbacks are supported. However, greater limitations are needed to prevent the conversion of green (or potential green) space to hard surfacing for car parks, etc. Rules and incentives for significant green quotas are required in Living Zones.

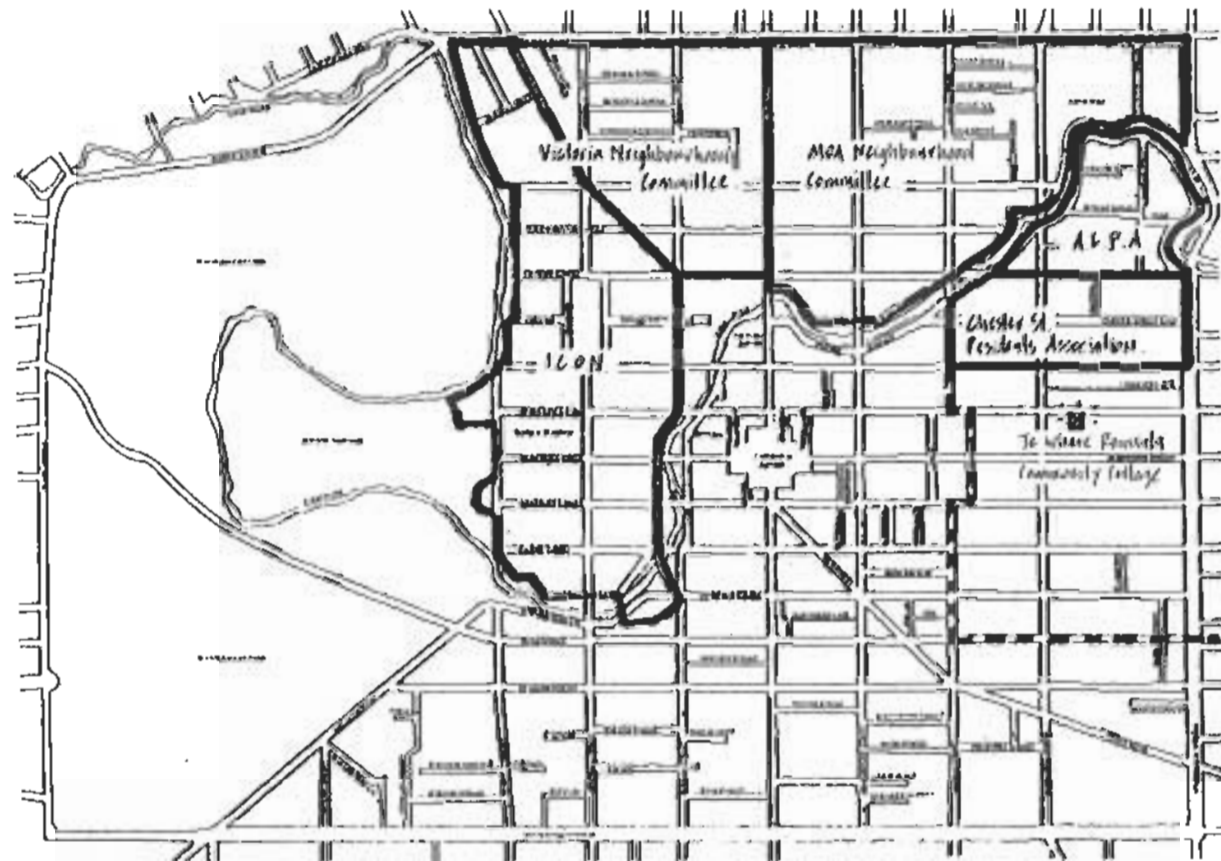
OPEN SPACE

Residential development is supported within business areas, and the lack of any requirement for outdoor living space or gardens is accepted. However, to allow for community well-being and a healthy environment, the introduction of some vegetation is desirable. To accompany the developing intermix of business and living, policies, objectives and methods to enable a re-development of street spaces for pedestrians and with vegetation, particularly trees, as well as development of people-friendly - including children-friendly - vegetated pocket parks.

3. WHO'S IN THE INNER CITY?

RESIDENTIAL PROFILE

The workshop was called by 10 groups, 5 of them residents' groups - ICON, MOA, ALPA, Chester and Victoria. Te Whare Roimata, centred on a community cottage, services the east and participated in the workshop process. These together cover the northern inner city. There is no identified residents' group for south of Hagley Park.



RESIDENTS' GROUPS WITHIN THE 4 AVENUES

DEMOGRAPHIC DATA 1991 (City Council 1995, from Department of Statistics) showed almost 4 700 residents in the Inner City Living zone area, in 2 300 dwellings. Comparing the inner city residents with the figures for the whole of Christchurch, the overall pattern suggests the inner city population consisted of more highly educated, younger, single people, with a greater percentage of low income and unemployed, and the majority are in multi-unit, rental accommodation.

Age. The inner city population was not younger in terms of having more children and youth. There were substantially fewer children, but there were substantially more young adults. Some 50% of inner city residents were aged 18 to 34, compared with just 30% for the rest of Christchurch.

Couple/Single. In the inner city, only 25% of the population were recorded as couples, married and de facto.

Ethnicity. Although ethnicity was slightly more diverse in the inner city than elsewhere in Christchurch, the community was predominantly Pakeha - some 84% were identified as European only.

Education. Inner city residents have a greater proportion with university qualifications - both undergraduate and post-graduate. Some 25% have no qualification, elsewhere in Christchurch 29% were unqualified.

Unemployment. There was more than twice the proportion of unemployed in the inner city than in Christchurch overall - some 23% of the Labour Force compared with 10%. 17% were receiving the unemployment benefit, compared with less than 7% elsewhere.

Income Assistance. In the inner city, some 33% received no income support, compared with 40% city-wide.

Employment. Markedly more service and sales workers live in the inner city (21%) than elsewhere (14.5% for all Christchurch.). Similarly, there is slightly more working in wholesale and retail industry, and community and social operations, in the inner city, whereas there are fewer in manufacturing and construction operations.

Family Status. 30% were recorded as one-family households, and 20% as non-family. Almost 50% were one person households.

Rental Accommodation. 70% of households were in rental accommodation - compared with 23% in Christchurch overall.

Ownership. A quarter of inner city residents owned their residence, compared with three quarters over the whole city.

House/Flat. In the inner city, three quarters of the dwellings involve two or more flats or houses joined together. Only a quarter of dwellings were in separate houses, whereas elsewhere in Christchurch three-quarters were in separate houses.

East-West Contrast. Data is not available in a form enabling comparisons between the west and east sides of the inner city. However, it would appear there is a substantial difference, with areas toward Hagley Park, the north-west, being perhaps older, higher income, home owners. Unemployment and rental accommodation may be concentrated to the east.

1991-1995. Recent developments in the north and north-east of the inner city has seen replacement of older houses with complexes of new, higher cost dwellings joined together. This is expected to have modified the distribution of age, income and home ownership.

BUSINESS PROFILE

(From Canterbury Development Corporation Profile, and the Christchurch City Council Promotion Unit's Marketing Strategy, September 1995)

Christchurch shows a slight increase in retail sales ("1.2% in the June 1995 quarter, against a drop of 3.3% in the remainder of the South Island"). Definitions regarding what constitutes retailing, wholesale, personal and household services, hotels, restaurant and entertainment, have become increasingly difficult as the distinction between these areas becomes blurred. Current City planning policies are structured to produce a balance between shopping in central city and suburban locations, involving control of suburban centre expansion, while improving central city shopping. However, some areas of the city business district are in decline, notably the eastern fringe. Redevelopment and enforcement of environmental recommendations for such areas, will aid commercial and retail regeneration.

CHANGE

Location of facilities. Office decentralisation has occurred in recent years. However, the central business district has maintained its position as the main Christchurch City business and retail centre. Grocery and foodstuff shops are increasingly being located in suburban centres, whilst hardware retailing is becoming decentralised to industrial zones.

Retail and Shopping patterns. These are being affected by a freeing up of trading hours due to an introduction of Eftpos Banking, an increase in mobility, and competition from malls. An ageing population is also a factor in determining the nature and distribution of services, space requirements and designs. An increase in tourist numbers is generating the development of specialty shops.

Specialisation of the City Centre. The city is assuming a role as a centre for comparison shopping, providing a different and attractive shopping experience, incorporating the unique features of Cathedral Square, City Mall, and New Regent Street etc. With a mix of department stores, boutiques and specialty shops, it aims to generate a wide variety of choice in shopping for tourists, visitors, and the city's workforce.

The Christchurch City Council Promotions Unit, in consultation with retailers, has identified and addressed the need for a coordinated approach to marketing the City, (November, 1995) Several issues have been highlighted as having an effect on peoples' use of the City for shopping, entertainment, or leisure. The main points are the inconsistency of shopping hours within the city and the lack of adequate parking. Not only is on street parking inadequate, but parking buildings are not used to capacity due to their lack of user appeal. In addition the nature of Cathedral Square is uninviting, and there is a lack of related shopping activities, such as rest areas and children's' play facilities. Although high city rents are a disincentive to retailers, the City needs to be developed to encourage use by locals, including an increasing number of students from the Polytechnic, and other educational facilities in the City.

TOURISM PROFILE -

(From NZ Tourism Board International Survey 1992-1993)

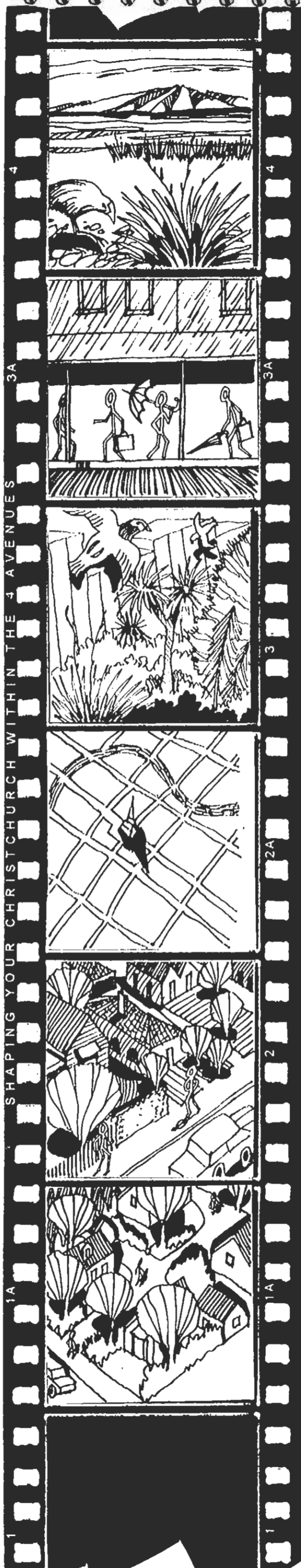
(Refers to Christchurch, in general. Within the Four Avenues is currently unavailable)

Visitors. The number of visitors to Christchurch is increasing, with one quarter of visitors returning. The largest numbers of visitors are from Australia, Japan, U.S.A, and Germany. The longest staying visitors are from Australia, Japan, U.K. The greatest spenders (mean expenditure per person per day Canterbury), are the Japanese, Australians, Americans, Taiwanese, and Germans. (Ranking is in order from greatest number to smallest number).

Tourist accommodation. A wide range of accommodation is being used. This includes luxury lodges, top hotels, mid-range hotels, motels, budget hotels, backpacker hostels, rented homes, homestay, and, bed and breakfast accommodation. The most used facilities are the mid-range hotels.

FACILITIES

The inner city is the destination for a wide variety of facilities, both public and private, most of which are within easy walking distance of each other. The range includes cultural, social, musical, entertainment, spiritual and educational facilities. Some examples of cultural facilities in the inner City are the Christchurch Town Hall, Public Library, the Cathedrals, the Canterbury Museum, Robert Mc Dougall Art Gallery, the Cranmer and Peterborough Centres and The Arts Centre, as well as other theatres and art galleries. The city is the venue for numerous educational facilities, ranging from preschool and child care centres, primary schools, several high schools, and Christchurch Polytechnic, plus several specialist schools, for example, language, tourism and early childhood education. Other facilities and services offered in the City are health, including Christchurch Womens Hospital and Christchurch Public Hospital. Also located in the inner city are welfare facilities such as Income Support, Justice and Police facilities. The main Christchurch City Council Service Centre, as well as other central and local government offices, are additional important facilities provided in the inner city. This wide range of facilities is different from those in the suburbs, as they are physically placed in such a way that they support the vibrance and prosperity of the City centre. Many of these facilities can only exist in the central city because they are functioning in combination with other services and amenities. The inner city facilities need to be able to support an increase in street life activities, whilst the level of street life in turn fosters the existence of the facilities and amenities. Although the city is subject to continuous change, many of these cultural facilities are fairly constant and provide a degree of stability for the resident and visiting population of the city and inner city. In economically difficult times, it is more likely to be the facilities around the city core that keep the inner city alive. Many of these facilities are provided out of buildings of historical, architectural and cultural significance, and their use for a range of cultural, educational, spiritual, recreational and other compatible activities further enriches the experience.



4. ESSENTIAL CITY CHARACTER - the positive

On the first day, participants were divided into groups and each identified the contributors to the essential character of the city within the Four Avenues:

- A New Zealand city but with an English influence. Substantial and established.
- A low rise, plains city oriented by the Port Hills and Southern Alps beyond.
- A definite hub - almost a circular city.
- Within the Four Avenues, a focus on Cathedral Square.
- Historic character in terms of social, natural, built and architectural history.
- Major infrastructure. Long-term investment evident. The economy machine.
- Diverse buildings, spaces and people. People scale. People busy.

PUBLIC OPEN SPACE

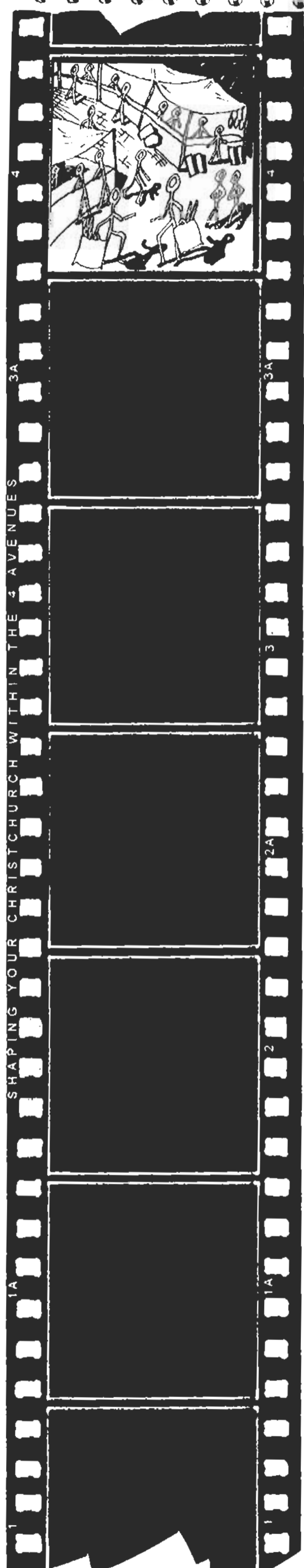
- A river city - Avon River and green banks. Peaceful. Gives a quality of life.
- Parks and Squares. Cathedral Square. Victoria Square. Small spaces too.
- Barbadoes Street Cemetery and statues reflecting European settlement.
- Hagley Park - from within, the spaciousness is largely uninterrupted.
- English character of vegetation. Trees. Greenness. Accessible.
- Mix of exotic and native vegetation. Fauna, e.g. wood pigeon/kereru, ducks.
- Village remnants - small green areas (grass, flowers, shrubs)
- Views of significant buildings and trees. Vistas of Port Hills and Southern Alps.
- Activity rich - bowls, walking, boating, exercise circuit, tennis, cricket, croquet, etc.
- Outdoor café culture, buskers, outdoor concerts.

STREETSCAPES

- Strong grid pattern for all except river and two diagonals, High & Victoria Streets.
- Four Avenues act as a city wall.
- Focus of transport for the movement of people and goods; remains the marketplace.
- Bicycle and red bus use.
- Street life. Music. Awnings. Tourist Core.
- People moving to and fro. Human scale. People-oriented ground floors.
- Residents. Diverse community character - Avon Loop, "Latimer", MOA, ICON.

BUILT

- Heritage reflecting European settlement. Integrity from materials used in settlement buildings.
- Gothic, grey basalt, Halswell stone.
Weather boarding, bay windows, corrugated iron roofs, gable roofs, verandas.
- Some very old domestic buildings. Colonial architecture.
- Mix of grand homes, villas and cottages.
- Churches. Two Cathedrals, Christ Church Cathedral and the Cathedral of the Blessed Sacrament. Christ Church Cathedral as pivot in inner city.
- Commercial compactness.
- Accessible tall buildings.
- Living environment. Trees and gardens.



OTHER

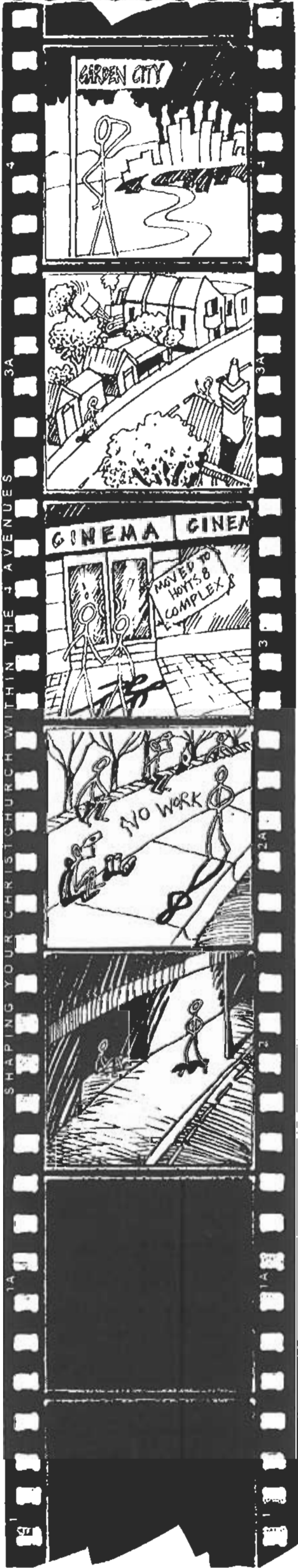
- Accessible sunlight, visible sky, outdoor pleasantness.
- Cultural resources - Arts Centre & market, Museum; Town Hall; Library; Centennial Pool; Cathedral; Botanic Gardens.
- People. Central city used by everyone - all groups. It is vibrant and alive.
- "Staggered" use - different uses by different people at different times.
- Caters for a wide variety of age, ethnicity, interest.
- Names reflecting European settlement.
- Evident diversity - expressions of greater and lesser wealth.
- More people coming to live in the city centre.
- Mingling of locals and tourists. Colour.
- Varying sized community groups.



5. ISSUES IDENTIFIED - the negative

SOME GENERAL ISSUES IN THE INNER CITY:

- Rapid population growth.
- Threat of dispersal of "city centre" to suburbs.
- Reduction of outer city users, and an increase in tourists.
- Too great a reliance on superficial tourism - theme park attitude.
- Tacky Town Tourist City.
- Inadequate recognition of the heritage of tangata whenua in the city.
- Essential the city is designed for those OF Christchurch, including those outside the Four Avenues.
- Inadequate management of style and uniqueness of the inner city, which is the basis of our identity and of sustainable tourism.
- City Plan avoids difficult issues e.g. open space and transportation planning.
- Architecture - changing character of the built environment.
- Trees, vegetation, gardens threatened by built development and car domination.



- Garden loss - where is the Garden City?
- Threats to integrity of tree frameworks - Park, Squares, River, etc. - through tree loss and visual disruption.
- Traffic congestion.
- Increased atmospheric and noise pollution.
- Increased pressure on facilities.
- Scarcity of community facilities e.g. pools and schools, exacerbated with increased residential density.
- Central city cinema retention threatened.
- Lack of venues for teenagers.
- Increased social stress. Perceived increase in crime. Security and safety issues, especially in presently neglected Cathedral Square and eastern streets.

Many other issues were identified and these have been grouped into sections of the script under the headings:

7. BUSINESS
8. RESIDENTIAL
9. CIRCULATION
10. BUILT FORM & DENSITY
11. OPEN SPACE
12. HERITAGE
13. MANAGING CHANGE



6. OVERALL CHANGE SOUGHT - the future

IN PLANNING PROCESS:

- Environmental and community sustainability addressed.
- A proactive Council to manage change.
- A more consultative Council - e.g. workshops before - during & after - plans are drafted!
- Greater design expertise in planning processes.
- Greater planning recognition of the diversity of character within the city, and the specialness of Christchurch in total.
- Council involvement to sustain both commercial and residential.
- Better planning and controls on architecture.
- Community group formation and proactivity resourced by Council.

IN GENERAL:

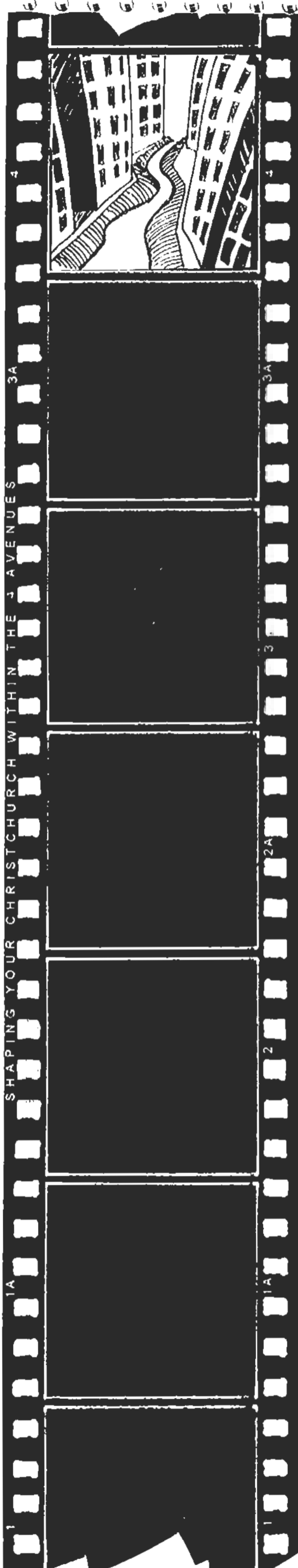
- Provision of a total package of commerce, civic and cultural focus back to the city centre through addressing:
 - public transport,
 - parking,
 - access options,
 - pedestrianisation and cycling,
 - careful planning and management, and,
 - education re. history and historic buildings (re. greater funding; understanding non-governmental organisations' role, understanding legislation, &, opportunities for incentives for improvement or sensitive redevelopment.

RE. SPATIAL CHANGE:

- Proactive planning and advocacy to retain and reinforce the importance of tree frameworks and external views to hills, from the plains city.
- Encouragement to recognise that in the plains city, the quality of spatial containment is defined by the scale and character of built and treed surrounds.
- Restore Four Avenues as city gateway.
- Underground wiring.
- Enhanced pedestrian environment throughout inner city.
- Avon corridor with sympathetic pedestrian and cycle linkages.
- A design celebration of Canterbury/Christchurch colours (the gold and blue - not the red and black!!), openness, plants, nature, history.
- New modern transport system - automatic "people-mover" that links car parks with strategic city destinations and reduces car pressures.

RE. SOCIAL CHANGE:

- Encourage community, for collective care rather than focus on the individual.
- More community policing - although increased people use should increase safety.
- Stricter noise controls.
- Improved street lighting . For safety and aesthetics.
- Recognition that people wish to live centrally.
- Recognition of traditional Maori routes and places.
- Integration of ordinary commercial/retail with tourist facilities.



CHANGE NOT WANTED:

- Shading by high rise facing Avon.
- Built Frame along south of the Avon (as proposed in City Plan).
- Theme park attitudes, "artificial history" e.g. more Town Criers, etc.
- Extended tram routes.
- Fragmented design e.g. "pink path".
- Colours and materials foreign to Canterbury/Christchurch vernacular.
- Bright/primary colour finishes except on details and trim

Many more changes were specified and have been grouped in the following sections:

7. BUSINESS & FACILITIES
8. RESIDENTIAL
9. CIRCULATION
10. BUILT FORM & DENSITY
11. OPEN SPACE & STREETSCAPE
12. HERITAGE & AMENITY
13. MANAGING CHANGE



7. BUSINESS - the basis

CITY CENTRE BUSINESS ISSUES:

- Apparent demise of retailing in CBD. Retail viability.
- Offices moving out of centre. Loss of critical mass.
- The move out from Cathedral Square e.g. movie theatres.
- Central business retailing competing with suburban malls' mass consumption.
- Growing residential population, yet a lack of service facilities.
- Little authentic shopping for residents. Few outlets for essentials.
- Paucity of grocer shopping opportunities.
- Too few dairies. Too few owner-operated businesses.
- Change in style of use - from jug-downing hole to more controlled consumption.
- Produce market needed.
- Cost of accessing central city shopping is inhibiting - parking fees, etc.
- Lack of diversity in types of shops.
- Lack of service shops for local residents.
- Imbalance with supermarket development concentrated on Moorhouse Avenue.
- Signage that is crass commercialisation e.g. Warehouse, Dick Smith, or inappropriately dominant/intrusive e.g. Hotel Grand Chancellor.

CITY CENTRE CHANGE SOUGHT:

- Central city survival alongside suburb development.
- Encouragement & renown for above-average merchandise - quality local /special products.
- Encouragement of more Canterbury/Christchurch products in tourist trade - crafts and products with a local sense of place.
- Enhance retail/service balance in inner city to support increased inner city living.
- Central grocer/supermarket/shops to service local community.
- Establishment of a genuine produce market for fruit and vegetables.
- Viable central businesses.
- Ground floorspace for public-friendly use as opposed to being office space.
- Develop and maintain planted open space contributions.
- Protect large trees. Education in tree care.
- Reduce number of commuter cars into centre as compared to the number of shoppers.
- Integrate tourism opportunities into local use areas, not separated and potentially forming "tourist ghettos".
- Sympathetic signage.



RE. CHANGE IN AREAS OUTSIDE THE CORE:

1. NORTH-WEST

Commercial/Hotel

Not wanted:

- Travellers' accommodation zoning (L5).
- Business activities in Living zones.

Hospital

Change wanted:

- Limited hospital area expansion.
- Any expansion being into Business Zones, not Living Zones.
- Development kept a minimum of 20 m back from the River.
- Convenient and inviting cycleways and cycle parks, perhaps cycle hire, to service hospital staff and visitors.
- Infrastructure investment and incentives to encourage cycling over vehicle use.

Not wanted:

- Hospital or associated services extending right to the river.
- Expansion into residential.
- Car parking dominating river precinct or Hagley Park.

2. SOUTH-EAST

Change wanted:

- Encourage educational and light service industries.
- Enhance surrounding Kaiapoi Woollen Mills.
- Improved landscape development of malls and car sales properties.

Not wanted:

- Overwhelming high rise.
- Heavy industrial activities.

3. NORTH

Change wanted:

- Any commercial infiltration into the small, compact residential enclave of just 300 houses - each is essential.
- Enforcement of landscape controls, particularly where adjoining residential, particularly for 2m planted strip, and prevent conversion to parking.
- Central produce market opposite Casino - vegetable market.

Not wanted:

- White 1.8m high walls behind office car parks from Montreal St (Cranmer to Bealey)

8. RESIDENTIAL - the community

GENERAL RESIDENTIAL ISSUES:

- Reduced traditional inner city residential character, although increasing residents.
- Loss of wooden homes - villas, cottages, two-storey houses and their garden context.
- Increasingly expensive to live in inner city. Reduced diversity of options.
- Commercial pressure for displacement of residents from inner city.
- Lack of low cost quality housing for low income groups.
- Scarcity of low-cost rental housing.
- Increased density decreasing amenity.
- Loss of privacy.
- Loss of gardens, visual amenity.
- Loss of vegetation in neighbourhood.
- Limited opportunities for substantial tree growth.
- Loss of sunlight - blocked by taller buildings.
- Commuter cars parking in residential streets. Traffic noise. Residents' parking.
- Tourism growth and city increasingly planned for tourists, not residents or even Christchurch citizens.
- Personal safety under threat.
- In east, displacement of low cost housing by high income housing. Few options for displaced.

GENERAL CHANGE SOUGHT:

- Accommodate a wide spectrum of society, including low income.
- Council with a positive role in managing density of infill.
- Development of a population strategy.
- Preserve and develop quality residential areas.
- Balance business and residential to avoid "dead areas" - uninhabited out of hours.
- CCC active in re-development, especially in east, not left to market forces.
- Alternative lifestyle opportunities.
- In older developments, front gardens retained. Planted setbacks established in new developments.

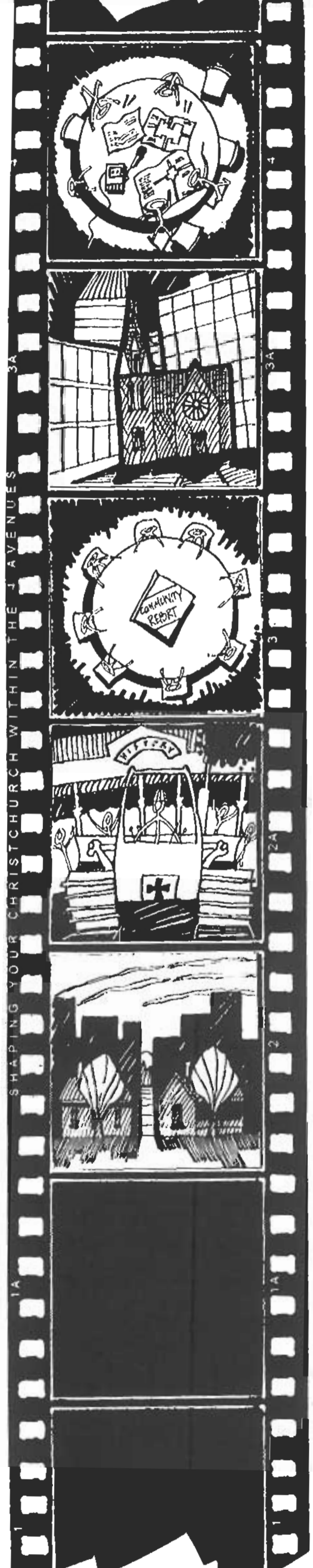
1. NORTH-WEST

Change sought:

- Green space, village green developments.
- Low rise to maintain character.
- Sensitive density increase.
- Step allowable heights down to buffer between residential and 30m+ Fringe areas.

Not wanted:

- Higher buildings.
- 30 m+ height alongside or opposite residential areas.



2. SOUTH

Change sought:

- "Community" & community facilities developed.
- Living-residential incorporated to diversify land-use.
- Some recreation facilities.
- Low-cost rental mixed with student accommodation.
- Planning status required to restructure and "clean-up".

3. EAST

Change sought:

- Low cost, high quality, rental "villages".
- A trade-off between increased density and retention of older buildings.
- Provide for greater variety in the density patterns of inner city built form, appropriate to heritage character, rather than merely the concentric pattern

4. NORTH-EAST

Change sought:

- Immediate discussions between residents and planners to compile and rapidly implement a "community based management plan".

5. NORTH

The Victoria neighbourhood group is generally happy with its development as a residential quiet area alongside the growing Golden Mile from Victoria Square to Merivale Village. Inner city residents must expect continuous change.

Change wanted:

- Residential feeling with regard given to neighbours in terms of shape, colour, materials, etc.
- The theoretical and desirable medium density living, not the compromised amenity that is actually occurring.
- Increased density designed to allow retention of privacy - as traditionally occurs in Asia and Europe with larger developments having small units side by side.
- Legislation to preserve historic character.

Not wanted:

- Infill into our subdivision pattern leading to less joyful living than expected through less garden, less privacy, less visible sky. Difficult tight car parking. Restricting neighbours' sun.
- The style of infill that is creating slums.

SHAPING YOUR CHRISTCHURCH WITHIN THE 4 AVENUES



9. CIRCULATION - the crux

Issues & opportunities for pedestrian, cycle, private and public vehicles, generally, and then for different areas of the inner city.

GENERAL CIRCULATION ISSUES :

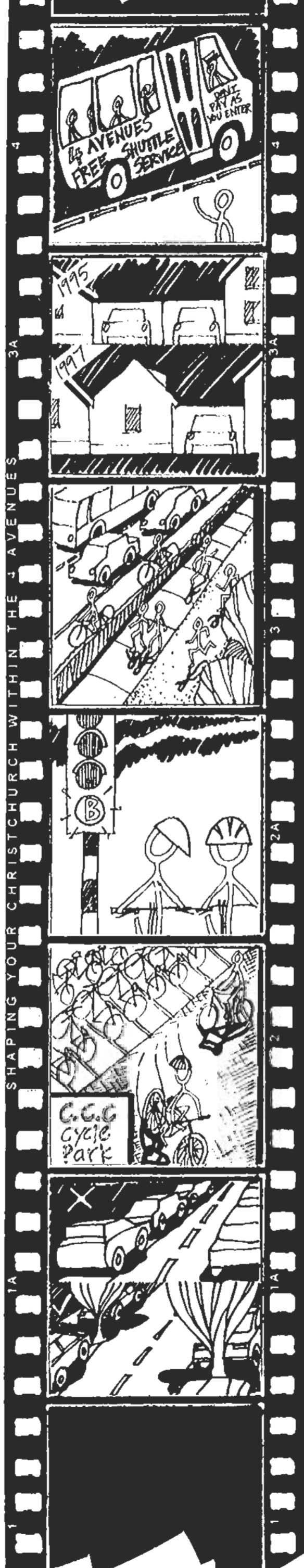
- Vehicle transport system has dominating character, with unfriendly barriers.
- Inadequate separation of different circulation modes. Pedestrian-vehicle-cycle conflicts. Traffic congestion, noise, and atmospheric pollution.
- Absence of safe easy cycling.
- Traffic congestion - too many cars. Car dominance. Oppressive noise.
- Commuter car access too easy.
- Transport into inner city perceived as a hassle. Parking difficult.
- Public transport inadequate and unfriendly - diverse operators, uncoordinated timetables and transfers, shabby and uncomfortable vehicles.
- Lack of direct and express buses to key destinations e.g. Lincoln University.
- Commercial parking on cleared sections.
- Plantings around car parks is threatened or inadequate.
- Commuter parking in residential streets.
- Footpaths narrowed with road widening, poles, signs.
- Pedestrians threatened by cycle use of footpaths, and skateboards.

GENERAL CIRCULATION CHANGE SOUGHT:

- Fewer cars but better public transport.
- Walk and ride programmes.
- Vastly improved public transport (efficient, frequent, cheap) to and within the inner city e.g. modern carriage transport, mini buses, shuttles, cycleways, pedestrianways.
- Parking areas toward main routes and near Four Avenues, then bus pick-up option.
- Parking then (free) inner city public transport from suburbs.
- No free (day-long) parking within inner city.
- Reduced opportunities for day-long parking within Four Avenues.
- Plantings around car parks.
- Reduced size of cars.
- Greater separation of pedestrians and traffic.
- Improved lighting - but not flooding the sky.
- Heavy traffic excluded from inner city.
- Safe and convenient cycling and cycle facilities.

SERIOUS PUBLIC PASSENGER TRANSPORT SOUGHT:

- Quality, convenient public transport that is easy to get in and out of.
- Develop a better public passenger transport system that is convenient, comfortable, efficient and appealing.
- Comprehensive transport strategy from CCC and CRC together.
- Transport that is non-polluting of air, sound and visual environment.
- Establish and advocate free or unlimited public transport in inner city.
- A shuttle service that is cheap/free and frequent once within the Four Avenues.
- Handy passenger transport i.e. within 400m of destination for easy walking.
- Free/cheap access to city-wide public passenger transport - month ticket passes.
- Public passenger transport vehicles standardised in appearance - colour.



- Passenger transport stops with modern/shelters - named for ease of identification.
- Transferable ticketing.
- Marketing of passenger transport as an appealing, acceptable and responsible choice.
- Councils' and employer incentives to use passenger transport e.g. bus passes provided by employer, but car parks to be provided by employees.
- To discourage people taking a vehicle to work "just in case", encourage employer commitment to having vehicles/taxi available for employees domestic emergencies.
- Incentives to keep cars outside Four Avenues, with passenger service onwards.
- Increased subsidising of public transport comparable to road subsidies.
- Provide real incentives to be car-free - for business, facilities, services and residences.
- Incorporate public transport with new building development.
- For every car space a residence forgoes, a per household fee (say \$10 000) be paid to Councils toward a dedicated public passenger transport system. The car-free commitment would allow an increased amount of building on the site. (If instead a substantial contribution is made to cycle transport (parks, ways, etc.), the financial contribution could be reduced.) This concept is a transport equivalent of a reserves contribution.

SERIOUS CYCLE TRANSPORT SOUGHT:

- Recognition of the potential contribution of cycle transport to city life as appropriate city transport.
- Allow cycles equal emphasis with other vehicles.
- Improved infrastructure - cycleways; more and smooth tarmac; white lines.
- Roadways physically delineated for cycles, buses, and cars.
- Make cycling attractive.
- Traffic lights phased for cycles.
- Provide for cycles as recreation AND as efficient transport.
- Actively increase the safety of cycle traffic.
- Investment in a convenient and appealing cycle transport system.
- Address car dominance.
- Separated cycleways on/alongside/parallel to all major roads, not merely a painted line.
- Cycle paths running parallel to and level with footpaths on distinctively different surfacings.
- Abundant, convenient and secure cycle parks.
- Ensure ongoing cycle promotion once the infrastructure is developed.
- An extensive, convenient and low-cost cycle hire system to discourage car use.
- Provide a cycle-pool for organisation's in-house use.
- Encourage appropriate cyclist behaviour.
- Driver education.

SERIOUS ATTENTION TO PRIVATE VEHICLES IS SOUGHT:

- Car-free inner city regularly reviewed as a possible future.
- Overall strategy essential to prevent a car-clogged centre.
- Develop and implement a strategy to reduce commuter car numbers.
- Divert the heavy traffic to the outer ring road.
- Encourage traffic onto Four Avenues, keep lesser streets for local & service vehicles.
- Gradually phase out car parking.
- Develop alternative transport system to alleviate parking etc.
- Calmed streets accompanied by greater residential quality.



- Encourage car-free inner city residence through:
 - decreased garaging;
 - financial disincentives for car parking;
 - improved cycle facilities;
 - improved safe and pleasant pedestrian environment;
 - improved public transport; and,
 - accessible car hire.
- Public transport to centre.
- Additional service stations inappropriate as they encourage further traffic.

SPECIFIC CIRCULATION ISSUES & OPPORTUNITIES IN:

1. NORTH-WEST

Pedestrian issues:

- Conflict with cyclists in Hagley Park.
- Perception of lack of safety.
- Crossing Riccarton Avenue.
- Congestion outside the museum - no one gives way at the pedestrian crossing.

Pedestrian opportunities:

- Hagley Park
- Cranmer Square

Cycle issues:

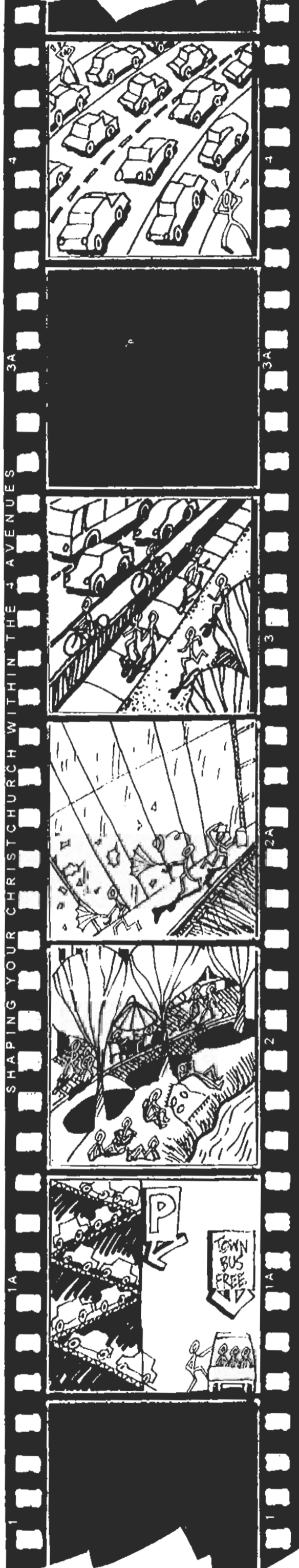
- Inadequate connections through to city core.
- Car dominance.
- Connections from Montreal Street to Cranmer Square (north and south).
- Traffic islands.
- Street thresholds.
- Rough or coarse condition of road surfaces.
- Riccarton Avenue cycle stops.
- Carlton Mill Bridge.

Cycle opportunities:

- Major cycle routes in Hagley Park.
- Park Terrace cycleway development.
- Montreal Street from Bealey to Moorhouse Ave. cycleway.
- Investigate closing Riccarton Avenue except to cyclists, buses, and hospital/emergency vehicles.
- A cycle crossing to Kilmamock Street.
- A cycle crossing at Carlton Mill.

Private vehicle issues:

- Harper to Deans Avenue - overflow parking.
- Parked cars.
- Nancy's Roundabout being too small.
- Front garden loss to parking.



Public vehicle issues:

- Seek to increase public transport and decrease the intrusion of private cars.
- Public passenger vehicles - where are they?
- Tourist sightseeing buses cause congestion in Rolleston Avenue, and accessing Montreal Street.

Public vehicle opportunities:

- Smaller, frequent buses.
- Modern, efficient electric carriage-style transport.
- Unobtrusive tour bus parking, perhaps Rolleston Avenue - Boulevard corner.

2. CITY CORE

General Issues:

- Conflict between various modes of transport:
- Hereford Street congestion.
- Cashel Street, Bridge of Remembrance, lane marking confusing.
- Speed, discourtesy.
- Public transport - non transferable ticketing.

General opportunities:

- Transport choice. More and safe cycleways.
- Reorganise priority order
 1. Pedestrian.
 2. Cycle/public transport.
 3. Private vehicle.
- Through Tiffanys, enhance pedestrian & cycle routes.
- Greater use of the river - public water transport.

Pedestrian issues:

- Tall buildings create wind tunnel effects.
- Cathedral Square unfriendly, uninviting.

Pedestrian opportunities:

- Increased car-free areas.
- Encourage pedestrian linkages - short cuts within CBD and inner city residential.
- Riverbank precinct - consider Oxford and Cambridge Terraces' road closure.

Cycle opportunities:

- Separate cycleways.
- More use of Cambridge Terrace.
- Secure, covered and abundant cycle parks.

Private vehicle issues:

- Car parking. All day commuter parking dominating streets and parks.
- Cheap/free central city commuting to free up vehicle capacity for retail customers.
- Parking on bridges - lacks respect for river; affects visibility for cyclists.
- Street and air pollution.
- Front garden loss to parking.



Private vehicle opportunities:

- To target commuters, car parks near Four Avenues e.g. Moorhouse, then ride/walk in.
- For any new property have a maximum number of car spaces, rather than a minimum.
- Accept a tradeoff between housing and parking - better to build property than park cars.
- Change people's attitudes e.g. up to two people in a household, maximum = 1 car.

Public vehicle issues:

- Passenger transport interchange.
- Passenger opportunities lack clarity.
- Air pollution.
- Inadequately designed/maintained buses.
- Public funding encourages an expectation of a better public transport system.

Public vehicle opportunities:

- To take public passenger transport seriously and dramatically improve its appeal and efficiency.
- Develop an appealing interchange near, but not necessarily in, Cathedral Square.
- Public passenger transport pass through Square or in the immediate vicinity.
- Dedicated passenger lanes allowing competitive speed.

3. SOUTH

Pedestrian issues:

- Walking in Moorhouse Avenue lacks aesthetic appeal.
- Pedestrian crossings too far apart.
- Too few traffic refuges.
- Non-weatherproof verandahs.
- Stormwater outlets discharging onto footpaths.
- Inadequate lighting of footpaths.
- Sandwich boards impeding movement.

Pedestrian opportunities:

- Enhanced streetscapes.
- Redevelopment of Moorhouse Avenue with trees, and with suitable new buildings.
- Safer and more pedestrian crossings.
- Pedestrian priority.
- Driver education.
- Green corridors established from the city to the sea.

Cycle issues:

- Moorhouse Avenue is unfriendly for cyclists.
- Intersection management requires attention as unsuitable.

Cycle opportunities:

- More and better cycle parks - covered and secure.
- Greater encouragement for cycles.
- Separated cycleways on/alongside/parallel to all major streets.
- Cycleways in green corridors from city to sea.



Private vehicle issues:

- Entry and egress at supermarkets.
- On- and off-loading goods.
- Traffic hold-ups in Colombo Street.
- Street car parking.
- Polytechnic car parking.

Private vehicle opportunities:

- Goods vehicles operating outside business hours.
- Mechanisms to encourage minimum of two passengers in cars in central city busy hours - car pooling etc.
- More offstreet parking.

Public vehicle opportunities:

- Free inner city bus, shuttle to supermarkets, polytechnic, etc.
- Sidewalk seating for bus users.
- Trams in centre of road (if at all).
- Dedicated passenger lane for fast modern system.

4. EAST

Integrated change sought:

- Remaining area of Ely Street developed as a “woonerf”.
- Through “community based management plan”, define a future traffic free development, involving:
 - existing residences retain present garaging, but no consents for extensions;
 - all new buildings designed for car-free living but with specific storage for bicycles, including those operated by DC-batteries.
 - SAm 27 area designated in City Plan as an experiment in environment-friendly lifestyle.
 - SAm 27 a pilot for evaluation of the opportunities and popularity of environment-friendly community management.

Change not wanted:

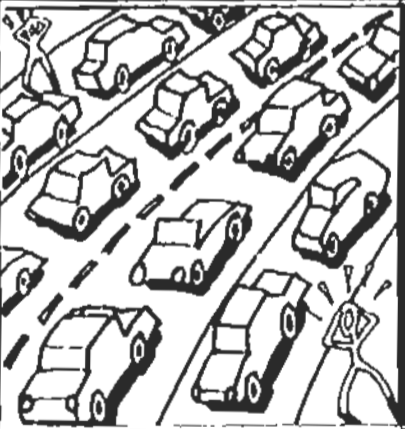
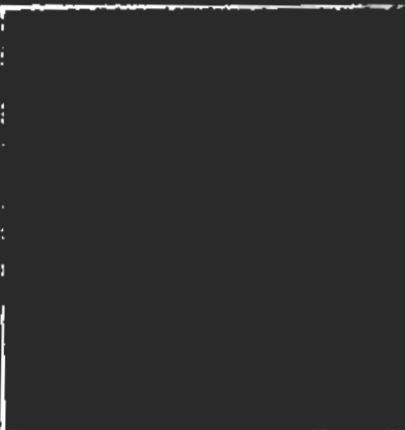
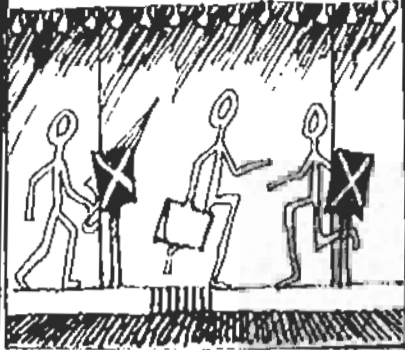
- More land used for car parking.
- Harsh lines, inhuman-scale roads and fast traffic.
- Increased vehicle noise and parking problems with town house development.
- The density of traffic generated by town house development is unsuited to narrow street character of SAm 27.
- Parking problems.

Pedestrian opportunities:

- Boulevard extension and reinstatement of Latimer Square with removal of Worcester Street from within this Square.
- Restricted traffic streets - pedestrian routes and short cuts clearly defined.
- Pocket parks and linkages to river corridor.
- River corridor re-development.
- Development of this very small area, on walking or cycling circuits in the heart of the city, as community via its Residents Association (MOA) and elected committee.

SHAPING YOUR CHRISTCHURCH WITHIN THE 4 AVENUES

EXERCISE WORLD



Cycle opportunities:

- Provide restricted traffic streets with cycleways.
- Increased cycle parking, including monitored parking.
- Ban trucks from certain roads to enhance other transport modes.
- Provide for cycling on Kilmore Street.

Private vehicle opportunities:

- Residents only parking permits and/ restricted access.
- Street calming in residential areas, around dairies, and other amenities.
- With increased students and residential use, improved pedestrian environments required - soften harsh streets, especially one-way streets.
- Barbadoes Street streetscape considered an eyesore, but superb hill views along with tree planting opportunities.

5. NORTH

Pedestrian opportunities:

- Semi-pedestrianise Colombo Street north of Kilmore Street.
- Less formal footpaths.
- Victoria Street with more street furniture, seats, trees and pausing places.
- Pedestrian mall for Victoria Street, near the Casino.
- River corridor as pedestrian corridor.
- Increased pedestrian linkages e.g. Aberdeen St to Colombo St and seek approval to develop it through St.Mary's Church grounds, Manchester Street.
- Heritage walkway through representative domestic architecture, river corridor, etc.
- Dog Park development.

Cycle issues:

- Inadequate separation of pedestrians, cycles and motor vehicles.
- Cycle lines not respected.
- Drivers discourteous to cyclists.

Cycle opportunities:

- Cycle lane through street calming thresholds.
- River corridor as cycle corridor.
- Inadequate separation of cars and cycles.

Public vehicle opportunities:

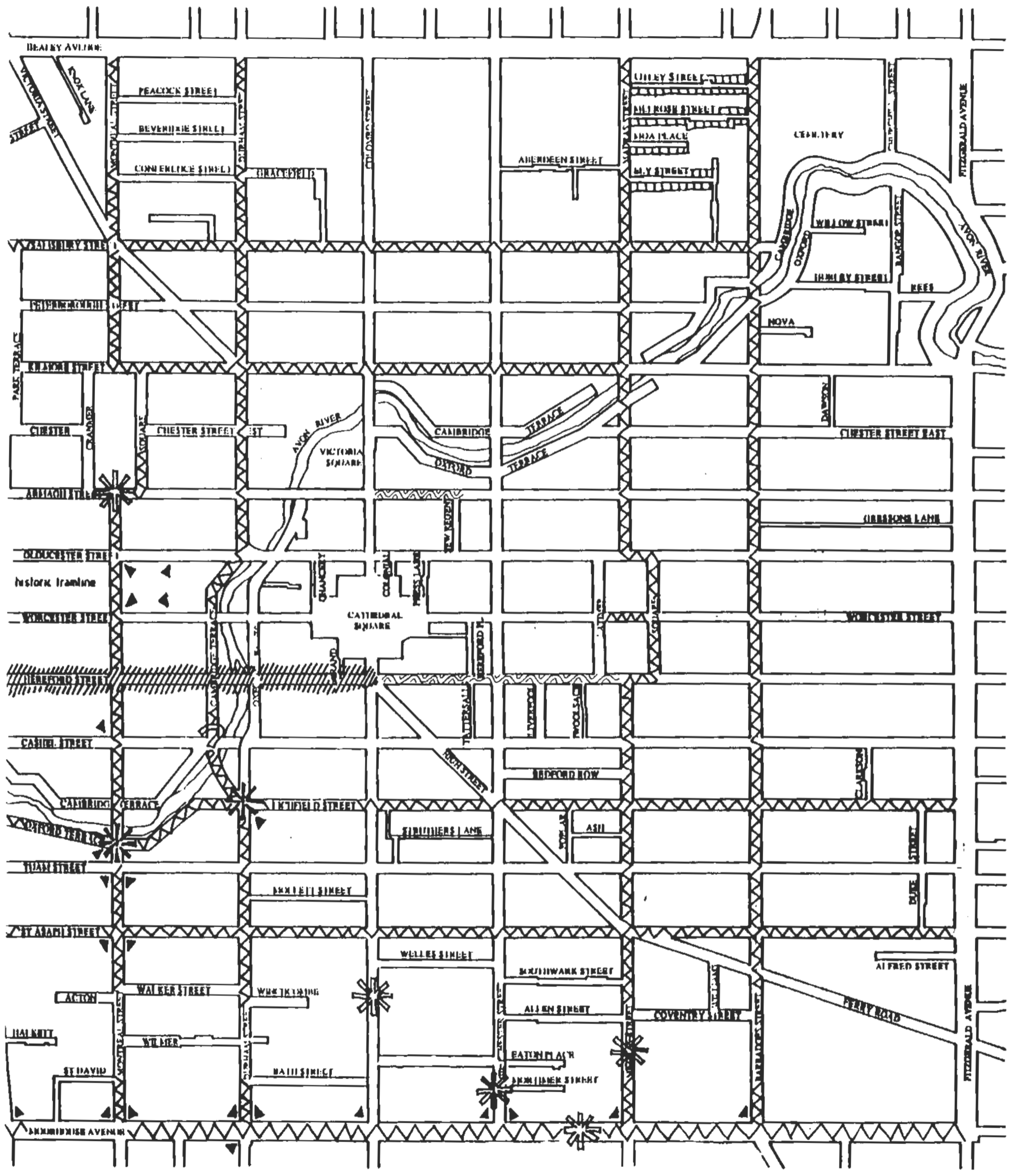
- Promote fast, frequent, convenient public passenger transport.
- Businesses subsidise passenger transport.
- Businesses reduce emphasis on provision of car parks.

Private vehicle issues:

- Car domination.
- Neighbourhood choked with visitors cars all day and night.
- Traffic conflict with residential use.
- Parking problems.

Private vehicle opportunities:

- Narrowed and calmed streets.
- Restricted casual private car use in inner city.
- In residential areas, not commuter parking, but parking associated with residences only.
- A policy of big trees in areas at corners where cars cannot park - to mitigate the sight of long lines of parked cars all day long. Continue this policy beyond the neighbourhood, especially into Montreal and Durham Streets.
- New visitor developments - Casino, Convention Centre etc. - to incorporate costs of adequate, unobtrusive car provision.

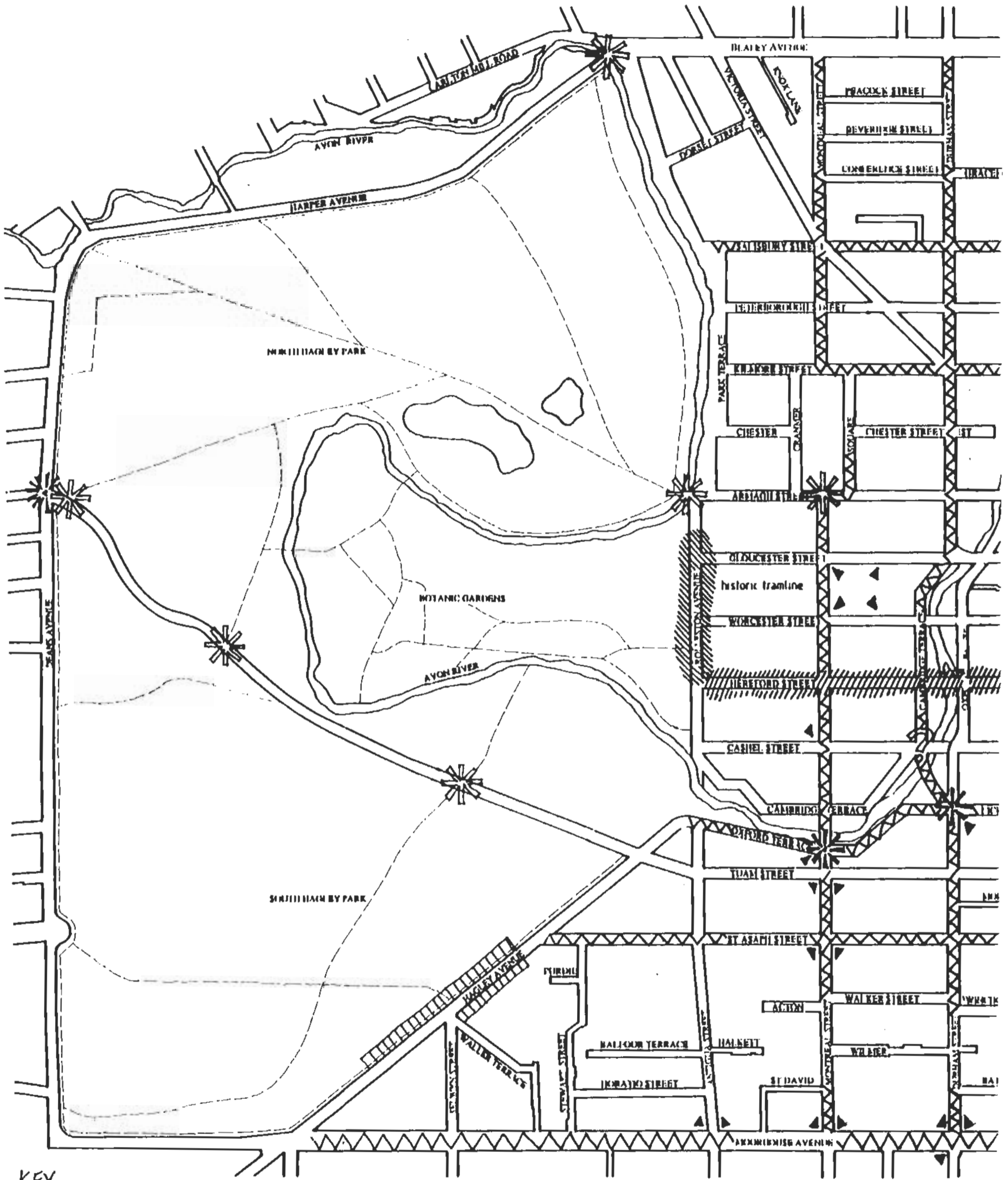


Existing Circulation / Open Space
ISSUES

sheet 1 of 2.

See key overleaf.

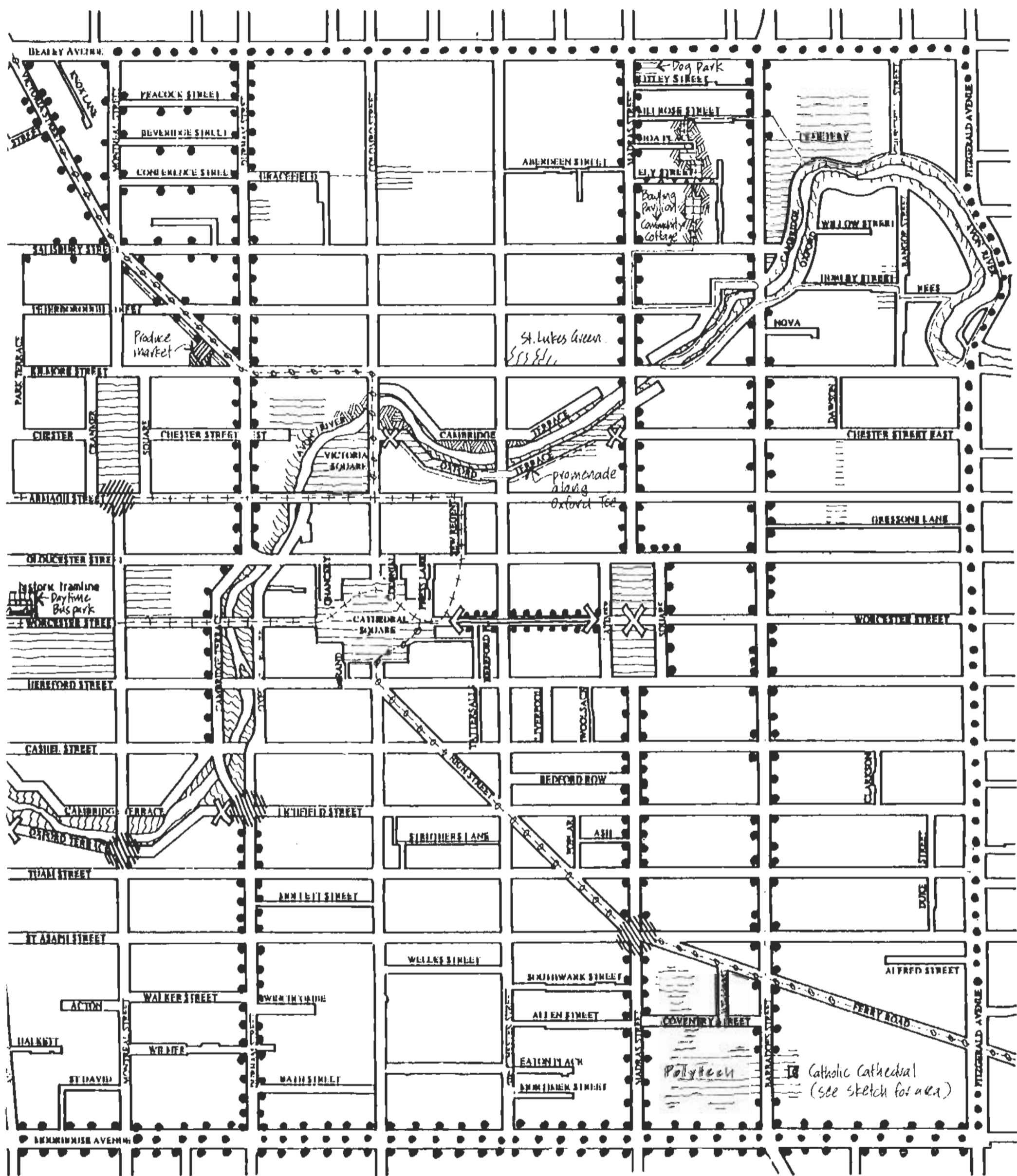
Lucas Associates 1995.



KEY

- - - - - Cycle/walkways.
- ~~~~~ Ped/cyclist unfriendly streets
- ||||| Parking congestion
- ////// Traffic congestion (motor vehicle/bus).
- ✳ Point of conflict ped/cyc & motor vehicle

- ? Confusing road markings.
- ✳ Busy intersection (Riccarton, Deans Aves).
- ~~~~~ Wind tunnel/funnel.
- ▲ Open/corner dominated corners.

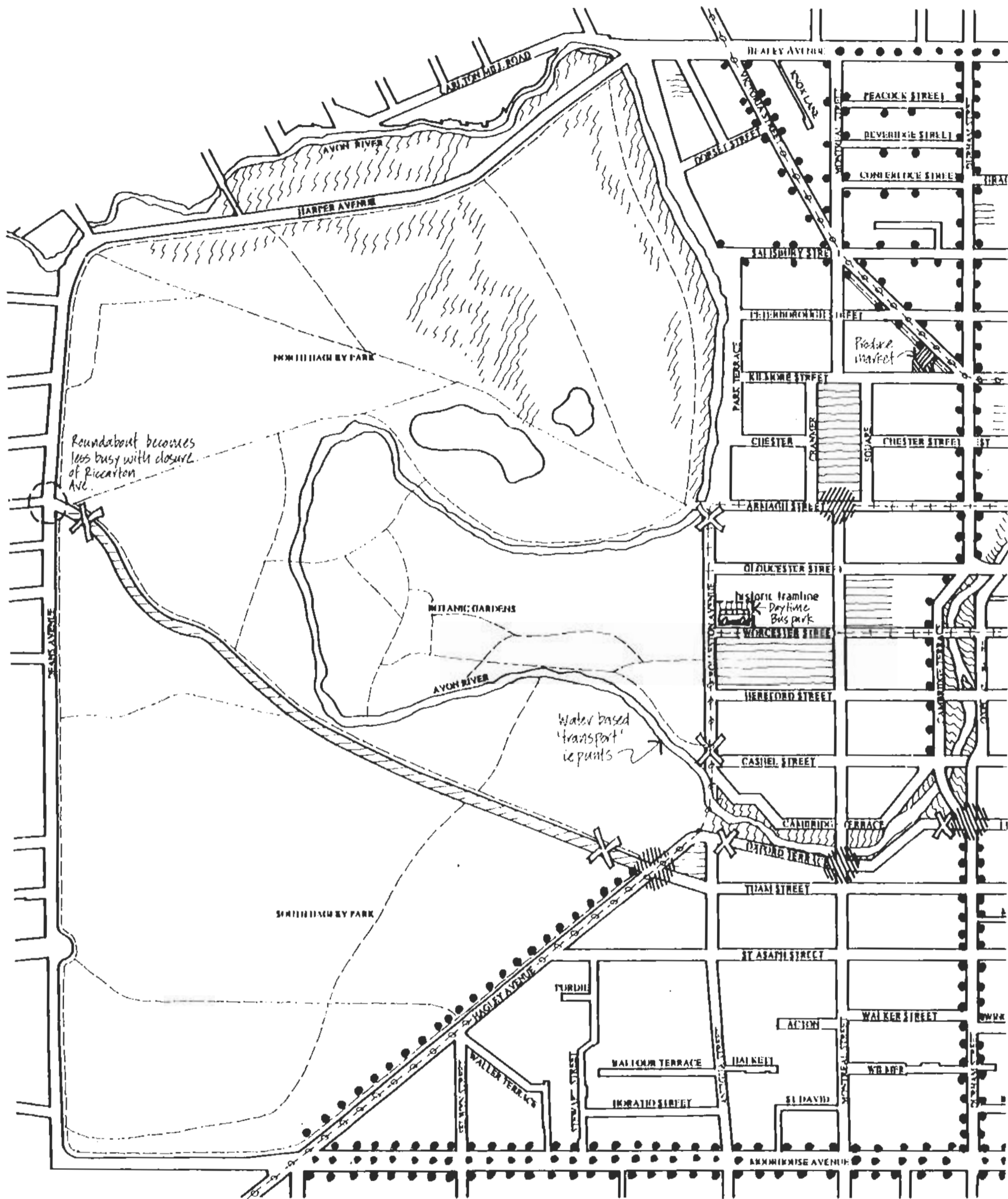


Existing Circulation / Open Space
OPPORTUNITIES

sheet 1 of 2.

See key overleaf.

Lucas Associates 1995.



Roundabout becomes less busy with closure of Piccarton Ave.

Water based transport ie punts

KEY.

- ~~~~~ changes in topography / old river terraces / river banks
- - - - - Cycle / walkways (note: Moa walkway).
- X Road closure (in total or to non essential vehicles only).
- Retain / scope to develop large scale avenue plantings.
- Efficient, effective, public transport system.
- ==== Current open space / opportunity for more

- ||||| Important 'entrance' point - traffic calming req.
- ▨ Area where native plants indigenous to Chch could be used.
- +++ Tram.
- ↔ Stronger link introduced with avenue planting.
- ≡≡≡ 'Woonerf' (Fly St.)
- ==== Pedestrian Mall (opposite casino).

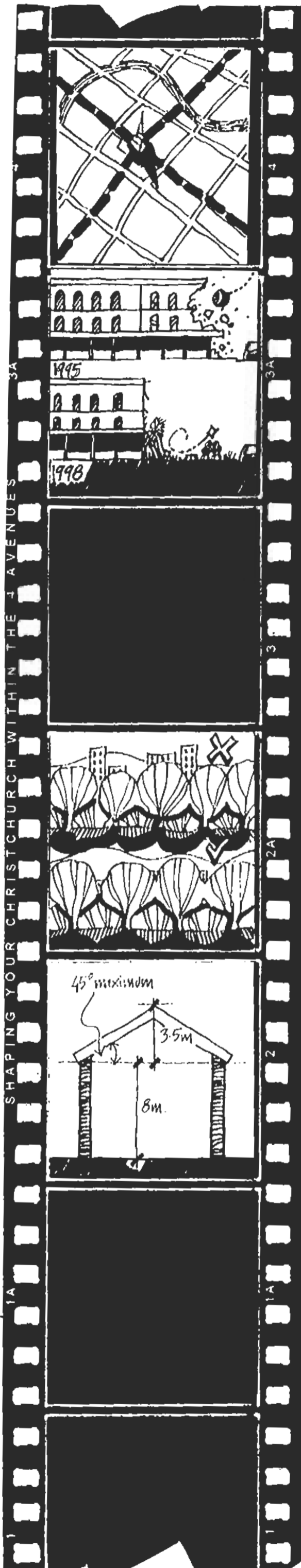
10. BUILT FORM & DENSITY - the fabric

BUILT ISSUES:

- Rapidity of change - old buildings replaced.
- Dominating modern development, predominantly commercial, some ugly.
- Increased density resulting in reduced private space. Privacy invaded.
- Townhouse developments "sterile", lack visual interest, vegetation, diversity.
- Cellphone transmitter installations an intrusion and with unknown health effects.
- Loss of grass and other vegetation to hard surfacing.
- Very old historic buildings dilapidated. Very ugly modern buildings.
- Older character buildings at risk of demolition.
- Heavy traffic physically and perceptually impacting on heritage buildings.
- High rise inappropriate where it disrupts character & amenity e.g Gloucester Towers.
- New Zealand building styles being displaced by pseudo-European and international styles.
- Sexist signage (e.g. massage parlours).
- Garish or primary building colours (eg. Chubb Locks)

BUILT CHANGE SOUGHT:

- Increased population concentrated near existing facilities and amenities (city and suburbs), and co-ordinated with main transport systems.
- A population cap analysed for the city, and support given to plan and encourage growth in Rolleston, Kaiapoi or other location beyond the city belt.
- To cater for a wide range of uses, a very condensed urban form is essential, whilst retaining essential heritage characteristics.
- Building height should relate to the character of the context, environmental effects, and privacy.
- A limit on the extent of the area for high rise with the 80m height allowance (the built frame), due to implications for energy, earthquake risk, effects on microclimate and views, and, lack of identified need.
- Step buildings down in height through a substantial transition area between business zones and residential or open space.
- Setbacks with planting and seating provided.
- Encourage a vegetated contribution from every site, and require it in living zones.
- Minimise impermeable surfaces and encourage rainwater absorption on site.
- Design guidelines for design and appearance developed to allow for individual interpretation within an acceptable community protocol.
- Some direction to ensure colours for structures are suitable to local area. (New Regent St ok)
- Require sympathetic and co-ordinated signage and minimise proliferation. Limit sign size and location. Seek removal of offensive roof-top "POLICE" sign.
- In the vicinity of education facilities e.g. Polytechnic, encourage/release land for residential development.
- All dwellings to be built for sun access.
- Major viewshafts identified that allow views out of, into and across the inner city (e.g. to Port Hills, Alps, Cathedrals, in summer and/or in winter), and protection methods put in place to ensure these are not impinged upon, particularly by built development.
- Maximum building heights reduced to recognise plains city character, amenity and identity (refer map: 'Building heights / Area uses - Changes sought during City Charrette'-sheet 40).



Accepting that Christchurch is growing and compactness is desired, participants explored where and how additional living, commercial and visitor accommodation can be introduced in areas of the city. Dividing the city into quarters along Colombo and Worcester Streets:

1. NORTH-WEST

Further residential:

- Fill in vacant sites with residential.
- Reuse commercial buildings.
- Keep sections intact - allow sensitive apartment development - an intimate scale.
- Provide for social interaction.
- Return visitor accommodation block (Park Terrace/Peterborough/Kilmore) (L5) to Living zoning.
- Protect the perceived scale and density of existing residential.
- Provide for greater scope for increased residential in the commercial area.
- Training College/Peterborough Centre site for cultural activity or for residential.
- Seek to retain Wesley Lodge open space/buildings, and reuse.
- Recognise that the aesthetic coherence of the north-west residential area benefits the entire city.

Further business accommodation:

- Arts Centre - 7-day a week potential. Explore increasing the number of market days.
- Ensure a clear distinction in built scale, and a space or buffer between business and residential areas.
- Potential building heights need to be limited to respect adjoining open space, conservation, cultural and living areas.
- Adjoining key spaces, such as Boulevard, strict design and appearance controls/assessment criteria are essential to ensure development of a quality space re. micro-climate, aesthetic values and heritage context.

Further visitor accommodation:

- Not within Living Zones.
- Delete visitor accommodation (L5 zone) Park Terrace, Peterborough, Kilmore area.
- Develop visitor accommodation within commercial areas.
- Extensive hotel development acceptable in commercial area.

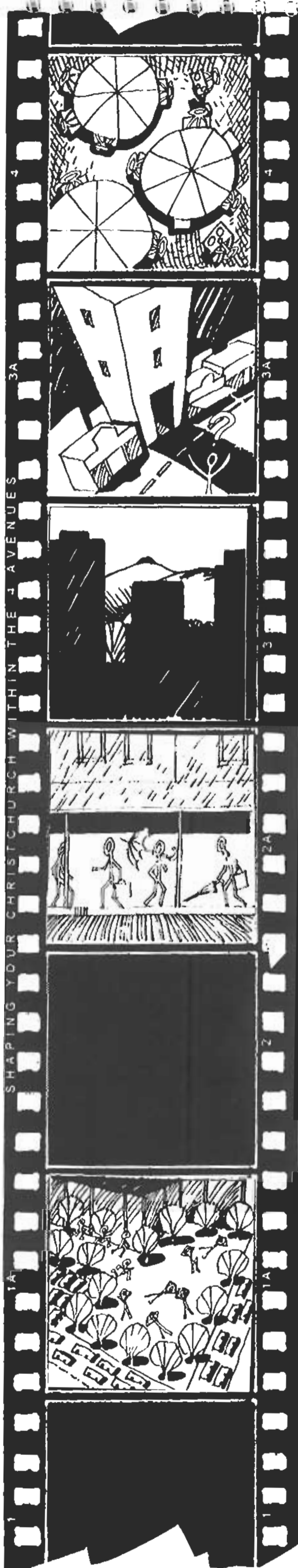
2. SOUTH-WEST

Increased residential:

- Locate to face the River and Hagley Park.
- Extend residential into industrial areas in future.
- Encourage studio apartments in commercial areas - above shops, Postal Centre, etc.
- Limit buildings to 3-storey to retain cohesion and context for older buildings.

Increased visitor accommodation:

- Conversion of office buildings.
- Allow for flexibility in activity.
- Opportunities ON:
 - Ngai Tahu land / King Edward barracks
 - Police car park.
 - Telecom carpark.
 - Postal Centre



Increased commercial:

- Retail - food facilities e.g. café, in small groups west and south of river.
- Square - street level people-friendly business (not bank offices).
- Reduce height limit from 80m near Avon and near S. Michael's Church.
- Limited light industrial expansion possible .

3. SOUTH-EAST

Increased commercial:

- Increased density is acceptable.
- Retain older heritage buildings along High Street, and their context. Do not fence them in with tall new structures, disrupting their scale.
- The 80m built frame should not be a solid wall - it needs breaks, and buffers/transitions to open space (Squares, River, etc.), heritage features, and to living zones. Recession planes may assist.
- High Street managed as a valuable corridor to the city core.
- Polytech schools, e.g. wine and beverage, could appropriately expand out into older heritage buildings e.g. along High Street.
- Intermingle transient and student uses with other uses.

Increased residential:

- Polytechnic seen as a 'heart' to a new community in the south-east. Desirable that student accommodation and community work together.
- Note, there are no residents' groups in the south.
- Encourage students to live around Polytechnic. 3-storey accommodation is desirable and in keeping with surrounding heritage building scale.
- Area not considered "normal" residential area, therefore greater potential for acceptable higher density with new 3-storey and re-use of older buildings.
- Older, taller High Street and Lichfield Street buildings could be converted to studio/accommodation.
- With increased student numbers, a need for improved pedestrian environments.
- Ensure pedestrian friendly development, with interesting non-daunting ground floors.
- Desirable to keep residential near to commercial, as an opportunity for a car-free culture. Small battery-powered bicycles, and bikes with sidecars.

4. NORTH-EAST

Residential change sought:

- Firming up of contextual approach so there is no more incompatible development i.e. increasing town house development as a percentage of retained character houses.
- All residences photographed to record the proportion of traditional character of NZ cottages, villas and homesteads through to modern dwellings. Ensure a 60%:40% ratio in favour of older character dwellings; OR
- Stipulate new dwellings must incorporate traditional features such as verandahs, wooden joinery, and traditional materials e.g. weather boarding and corrugated iron roofing.
- More "village green" type development. - four potential areas identified in SAm 27.

SHAPING YOUR CHRISTCHURCH WITHIN THE 4 AVENUES



For healthy diversity in the neighbourhood, a mix of dwelling types is sought for any development:

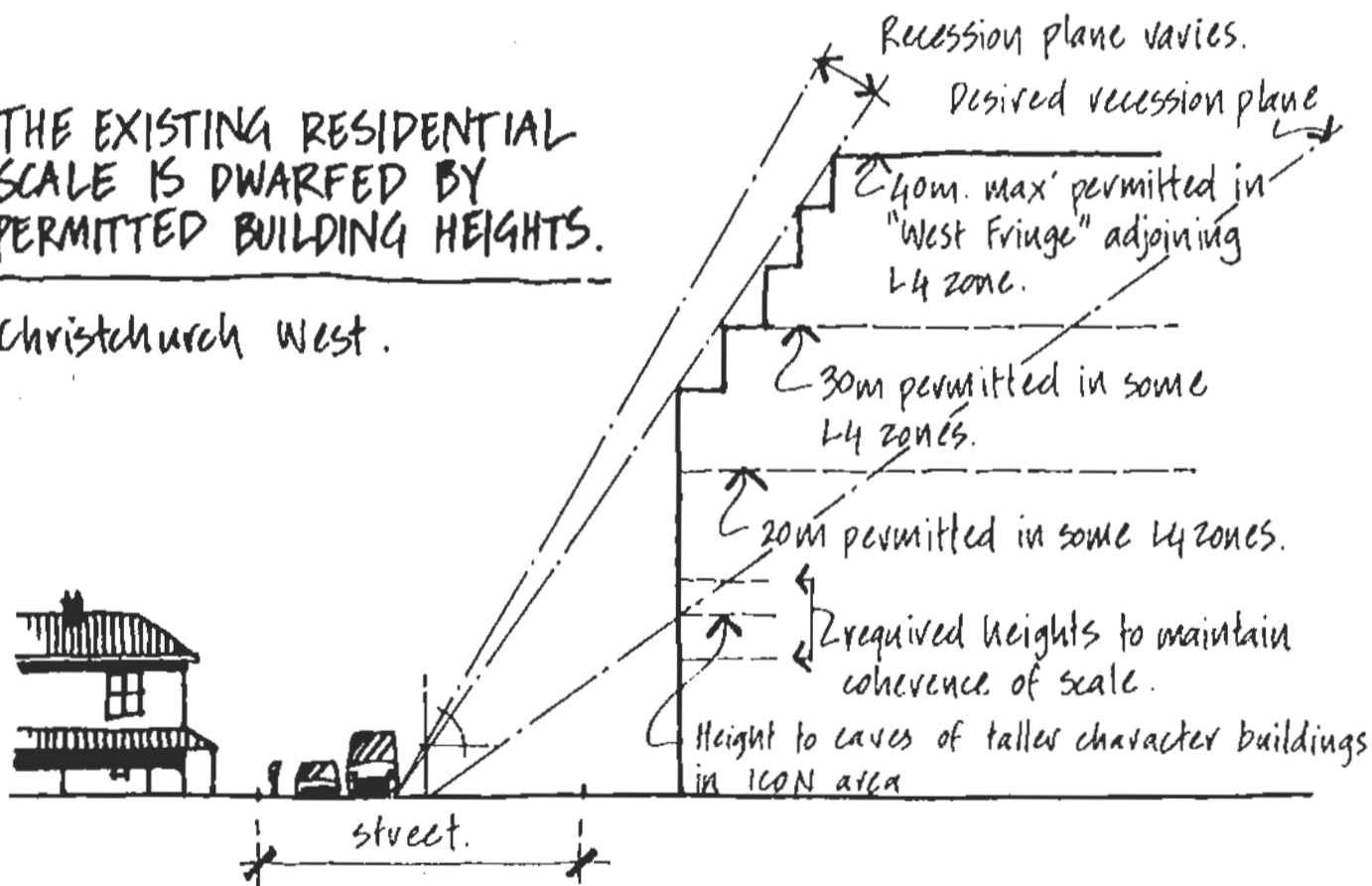
- for a site for up to 3 dwellings, have 1 large home with garden suitable for children.
- for 4 - 6 dwelling developments, include 2 large homes; 1 stair-free residence suitable for elderly, and having wheel-chair access.
- for 7 - 12 dwelling developments, include 2 - 3 large homes, 2 for elderly, and 1-2 for low income people.
- Protect older residences from losing access to sunlight, site privacy, and quietness through increased traffic.
- Rather than having several units developed on an existing section, provide incentives for village developments on 3 or 4 adjoining sections.
- Where older housing is removed, ensure provision for low cost rental housing is provided - either required of private developers, undertaken by CCC, or, User Self Building groups.
- Secure land to enable community and co-operative group housing ventures are possible. Ensure low-cost bed-sit type rental accommodation and other affordable housing available.
- Analysis of the feasibility of apartment buildings within the CBD.
- Building heights limited to not impinge on key viewshafts into, across and out of the inner city (see map at end of section 12, sheet 58).
- Set high rise buildings back from open spaces - step heights back.
- Keep 30 storey buildings back at least 2 blocks from the north bank of the river.

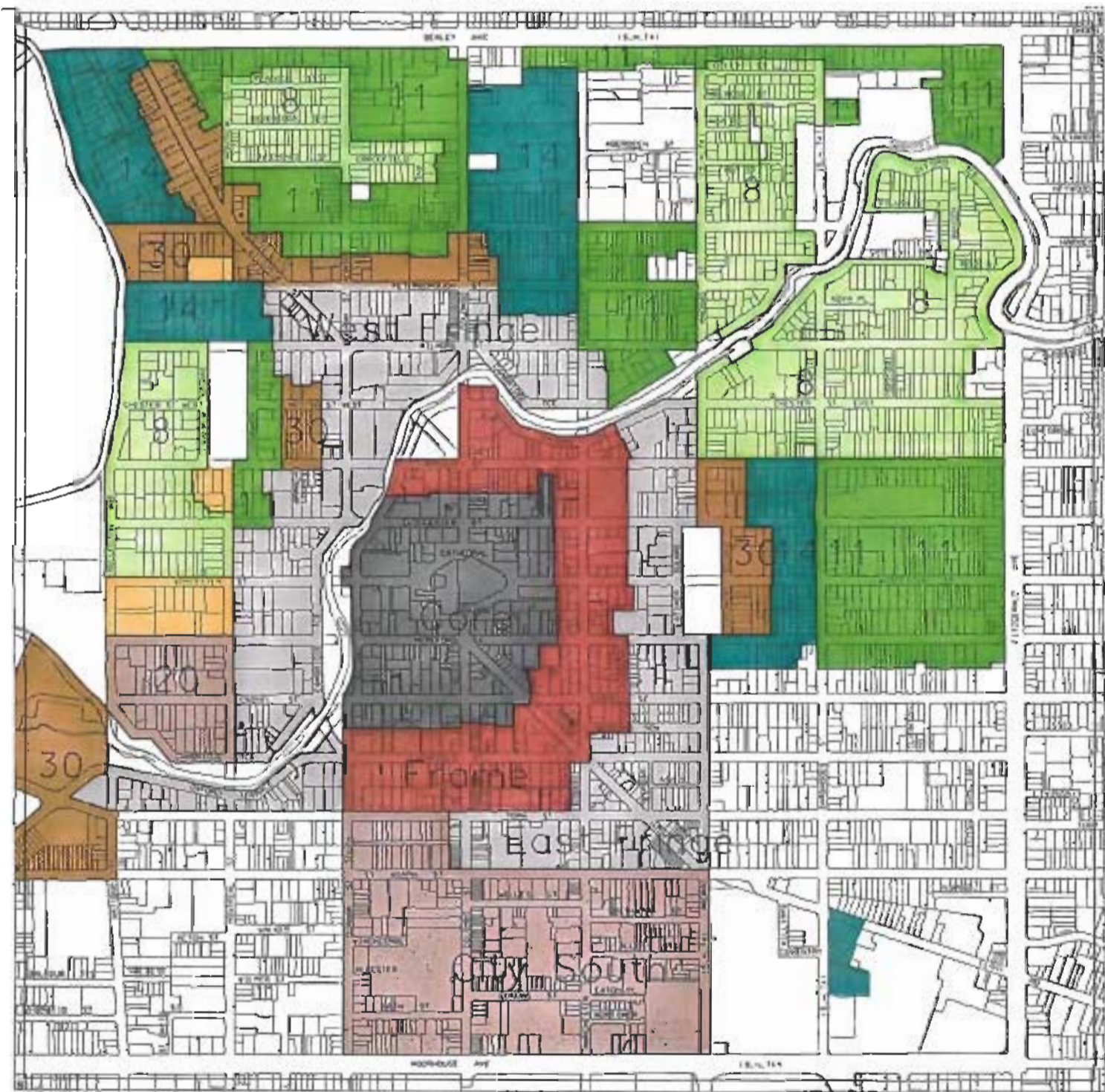
Increased business:

- Encourage redevelopment of corner dairies.
- Cellphone transmitters not within 300m of residential areas.

THE EXISTING RESIDENTIAL SCALE IS DWARFED BY PERMITTED BUILDING HEIGHTS.

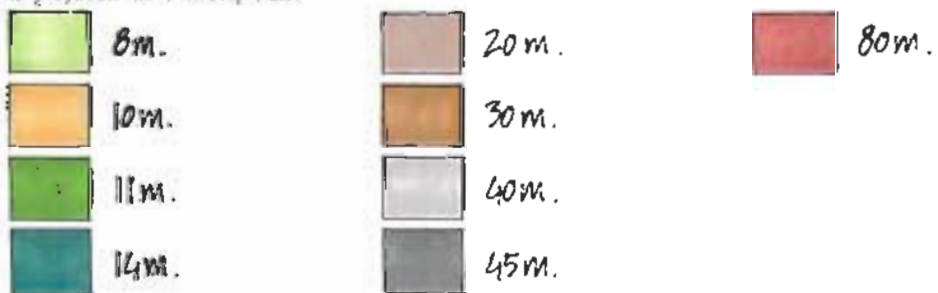
Christchurch West.

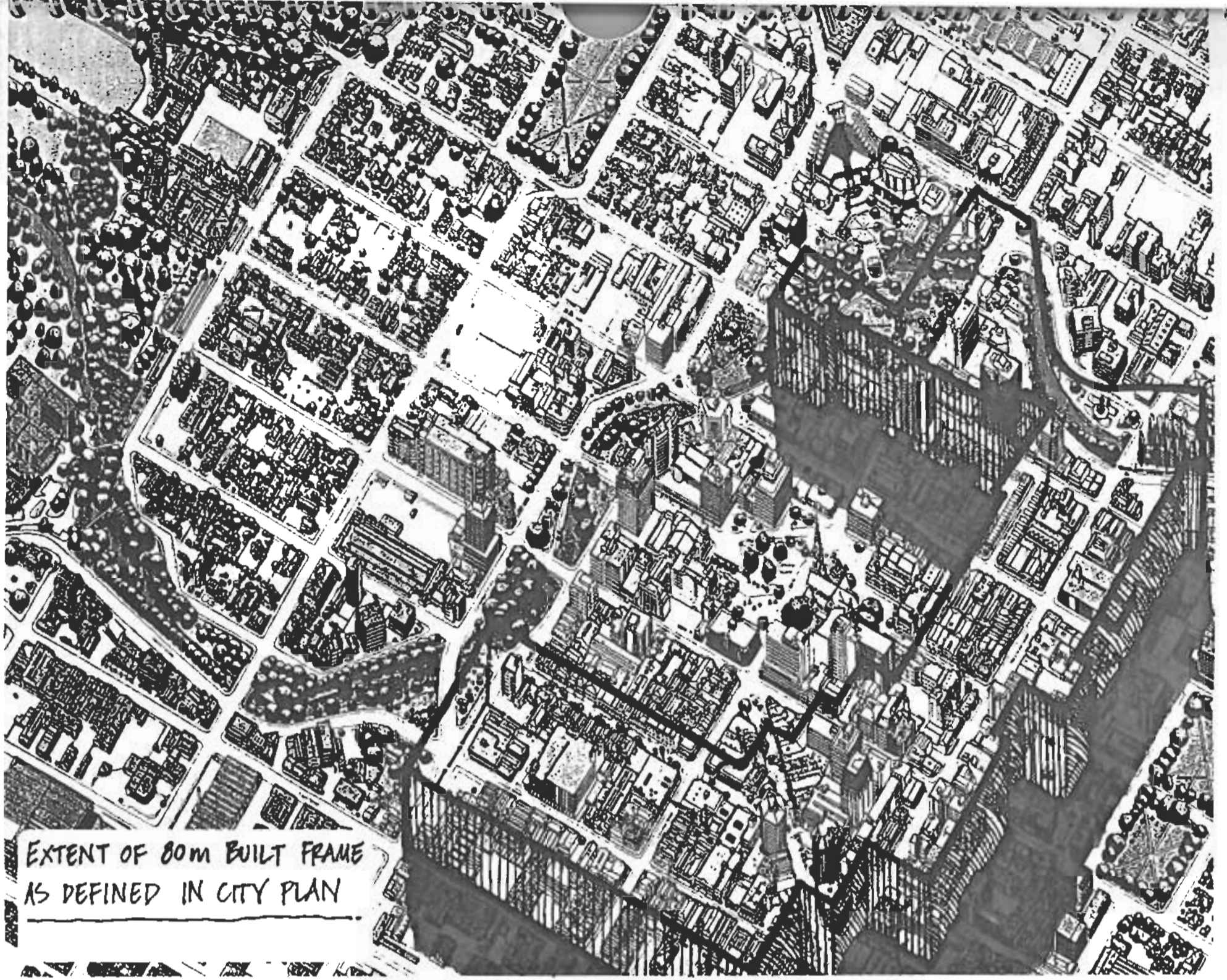




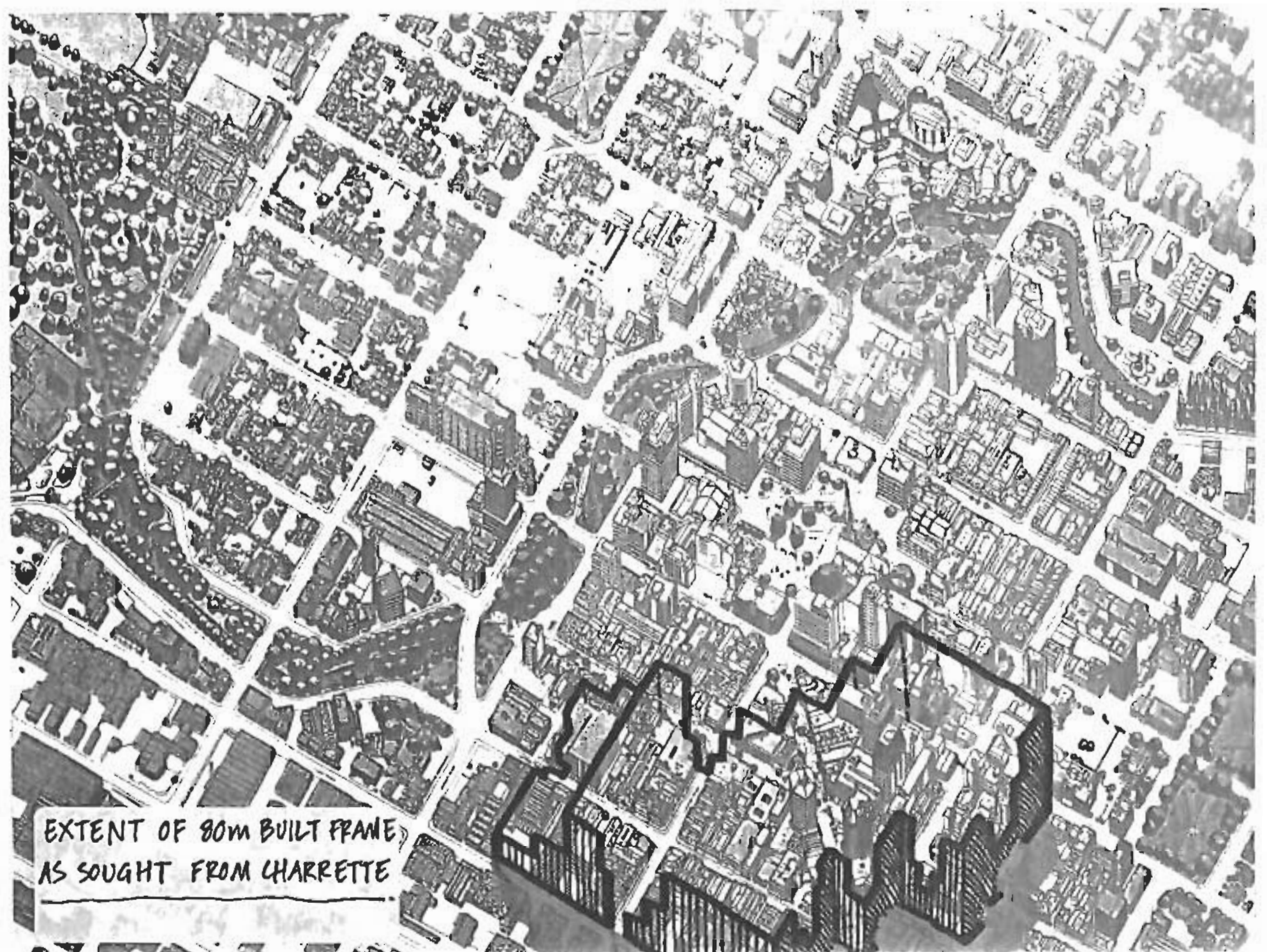
KEY TO BUILDING HEIGHTS

As proposed in New City Plan

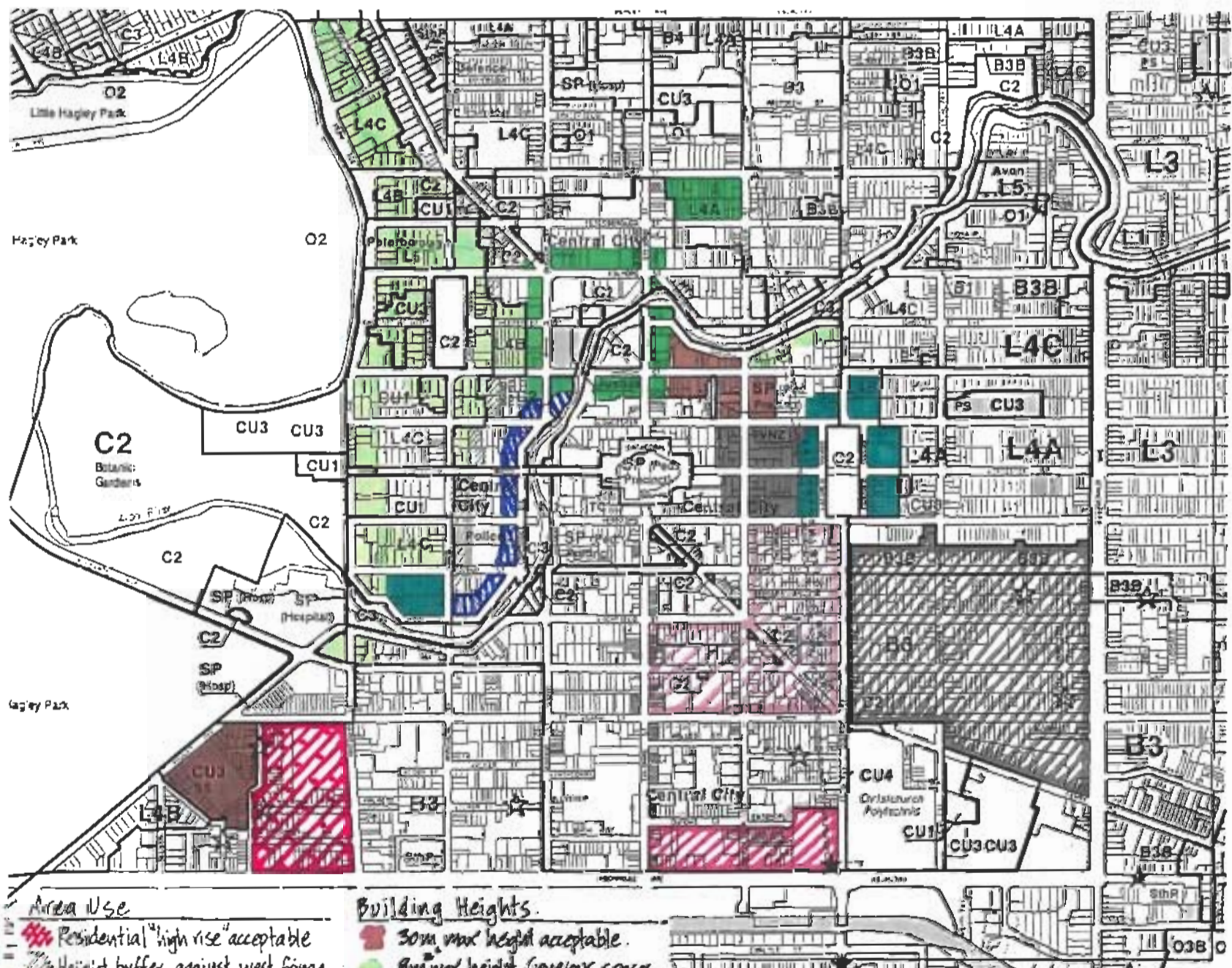




EXTENT OF 80m BUILT FRAME
AS DEFINED IN CITY PLAN



EXTENT OF 80m BUILT FRAME
AS SOUGHT FROM CHARRETTE

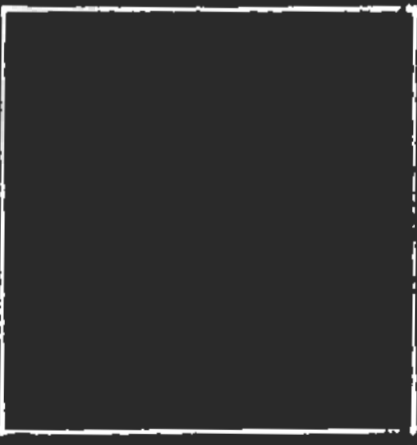
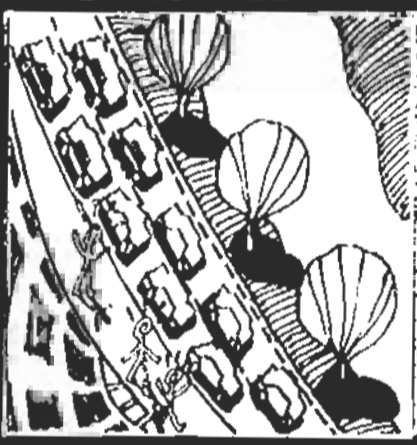
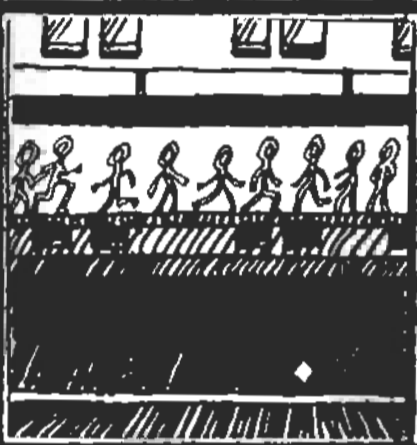


- Area Use**
- ▨ Residential 'high rise' acceptable
 - ▨ Height buffer against west fringe.
 - ▨ Diverse buildgs / frontages / sizes o.k.
 - ▨ Heritage / commercial / accomod / retail
 - ▨ Diverse commercial / residential
 - ▨ Essential shopping.
 - ▨ Med density accomod' U commercial, diverse, transient.

- Building Heights**
- 30m max height acceptable.
 - 8m max height (open spaces)
 - 11m max (4 storey)
 - 14m max
 - 45m max ('core' extended).
- * Height to ridge line.

BUILDING HEIGHTS/AREA USES
Changes sought during
Central City Charrette.

SHAPING YOUR CHRISTCHURCH WITHIN THE 4 AVENUES



11.OPEN SPACE - the interface

Open space issues:

- Park distribution is inadequate, although well-served in overall area of open space, village greens and pocket parks are needed in the eastern areas.
- Absence of recognition of Maori settlement.
- Dominance by the car. Smog. Noise and rumble of heavy traffic.
- Inadequate control on the surrounds to key city spaces.

In considering management of open space, participants focussed on describing the desired interface between built form (including height) and open space (including street space).

- Landscape integrity and amenity have been reduced, in street blocks, squares, etc.
- Loss of visual simplicity and vistas. Fragmented design - mixtures of materials, inappropriate colours - and ad hoc management - e.g. Women's Suffrage installation; pink poster pillars; pink bridge and "discarded bra" path.
- Shading by tall buildings. Canyon effect - wind tunnelling between tall buildings
- Street life lacking. Safety - roads; nights.
- Diverse effects from spotlighting trees.
- Fairy lights inappropriate.
- Pink paths and pink bridges inappropriate.
- Events management re. noise pollution when loud speakers, music, mechanical and vehicle noise invade spaces (streets, riverbanks, parks) more than infrequently.
- **Avon River** harshly confined.
- River banks threatened by built development, particularly high rise.
- River corridor inadequately managed as a key city asset.
- Wildlife scarcity, especially indigenous wildlife e.g. wood pigeon/kereru, bellbird.
- Indigenous vegetation scarce and no recognition of lost natural heritage.
- Seek lower built heights one block back from south bank of Avon River frontage properties e.g. same as adjoining residential i.e. 8m.
- Encourage a "social" element to River Bank and adjoining buildings i.e. people friendly uses, not offices.
- Public open space is important, but is seriously lacking in the east and south. Identify existing open spaces, and encourage their optimal design.
- Control built effects that impact on character and enjoyment of open space e.g. shading, signage, neon lighting.
- Design and appearance controls should be for total exterior of structure, not just from public spaces.
- Seek requirement for neighbours' (both owners and occupiers), and other affected parties', consent for any intrusion into recession plane and for overlooking windows.
- Corner shops built to street frontages - maintain lack of setback to contain street space.
- For key spaces - Cathedral Square, Latimer Square Avon River, plus neighbourhood parks:
 - Seek uniformity of height e.g. in Latimer Square, 14m max.
 - Seek uniformity of setback from street, but respecting existing differences.
 - Seek external design and appearance controls.
- Support removal of Worcester Street in Latimer Square & extension of Boulevard.
- Retain and enhance street microclimate, particularly solar access and wind reduction.



Landscape provisions for non-built areas:

- The external appearance management mechanism needs to address the transition between the road boundary and the building.
- Street scene frontage controls are necessary.
- Planting in frontages needs to be retained or encouraged, and conversions to paved car parks prevented.
- A limit is required on the proportion allowable for any car parking, and for paving, requiring a proportion for green space, to prevent extensive hard surfacing and enhance the green Square character.
- Street boundary fencing controls are needed. No solid walls should be permitted beside the footpaths.
- Assessment matters need to be noted in the City Plan, or the Community Based Management Plan, e.g. re. fences.

Open space change not wanted:

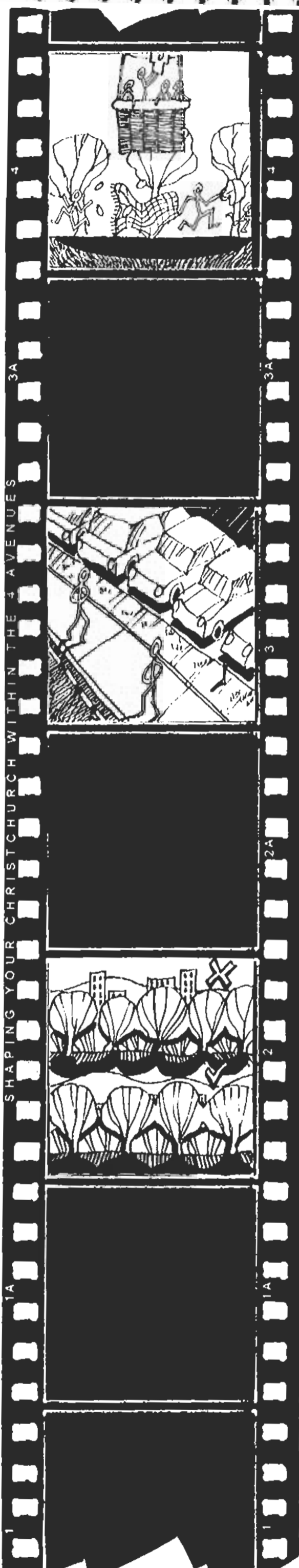
- Interference with vistas to Port Hills.
- Reduction in sense of place - from trees, alps, hills and river, which provide orientation.
- Greater living density but no greater provision for passive restful areas.

Open space change sought:

- Protection of green open space and expansion to recognise community needs.
- Provision of inner city pocket parks.
- Specific planning mechanisms for the built surrounds to key open spaces to address management of the quality and character of the open space. Address built form, height and use.
- Reinstatement of integrity of Four Avenues as the "city wall".
- Pedestrian areas improved and extended - streetscapes.
- Develop a kereru, or wood pigeon, recovery plan with indigenous vegetation establishment. Similarly for bellbird.
- Conserved and enhanced identity as a plains city distinctive from harbour bowl cities e.g. Wellington, Auckland, Dunedin.

Avon River:

- Recognition of the Avon River as an outstanding natural feature and landscape.
- Wider recession planes associated with tall buildings to protect green banks of Avon.
- Urban eco-system development e.g. extend waterways enhancement.



1. WEST

Issues:

- Hagley Park Pressure for further building permitted in Hagley Park.
- Increased commercial use of (hot air ballooning and parachute jumps already).
- Event management, with increasing noise, litter, drunken behaviour, in & around Park.
- Fragmentation of Hagley Park through inappropriate plantings.
- Remote experience quality within Hagley Park threatened by buildings overtopping surrounding tree framework.
- Botanic Gardens character potentially threatened with structural over-development.
- Arguments about pressures to make high rise available next to Hagley Park and along Park Terrace, presented as impossible to resist, but why more impossible than commercial pressures on core? (Empty apartments in Gloucester Towers and Heather Lea suggest pressures are more speculator driven than customer/resident driven.)
- Essential to retain historic areas with some integrity and community cohesion or will lose it altogether to speculators/high rises that come to enjoy it.

Hagley Park change wanted:

- Sense of vast, contained, green space retained - not overlooked.
- Open space vistas out of Hagley Park protected.
- Spread of events to South Hagley.
- Non-commercial events only.
- Recreation, youth and sport events.
- Less car parking, even temporary areas.

Change not wanted:

- The proposed potential for 80 events per year in North Hagley.
- Built development.
- High rise intrusion.

Entrance to Park Terrace from Carlton Mill

- Sets rhythm of Park Terrace.
- Historic houses
- Open space
- Nice trees
- NOT high landmark.
- Distinctive character.
- Concern at possible heights e.g. City Plan 30m vs. 8m to eaves.
- Additional buildings need to relate to each other, and to context.

Hagley Park, Avon River, Park Terrace area:

- Space between buildings
- Definition between zones.
- Setback
- Recession planes

Housing along river with:

- Generous spaces
- No more buildings visible above trees from within the Park (e.g. Dorset Towers)



Rolleston Avenue - Boulevard - Botanic Gardens

- Along avenue, seek nothing larger than what is left.
- Especially next to YMCA, 8m scale with remaining Anglican college buildings (Cashel -Rolleston).
- NOT tower buildings.
- Adequate setbacks.
- Could maintain the diversity of frontage sizes and buildings.
- Same principles. Frontages well-planted. Buildings decisive.

Cranmer Square:

- Concern with heights of buildings.
- Scale
- Conflict with historic scale.
- Require consistent setback. Retain historic buildings and forms and consistent frontages especially shop and Pascoe cottage.

Additions:

- New Aldred Reserve on Durham St. is most welcome, and residents thank the Council.

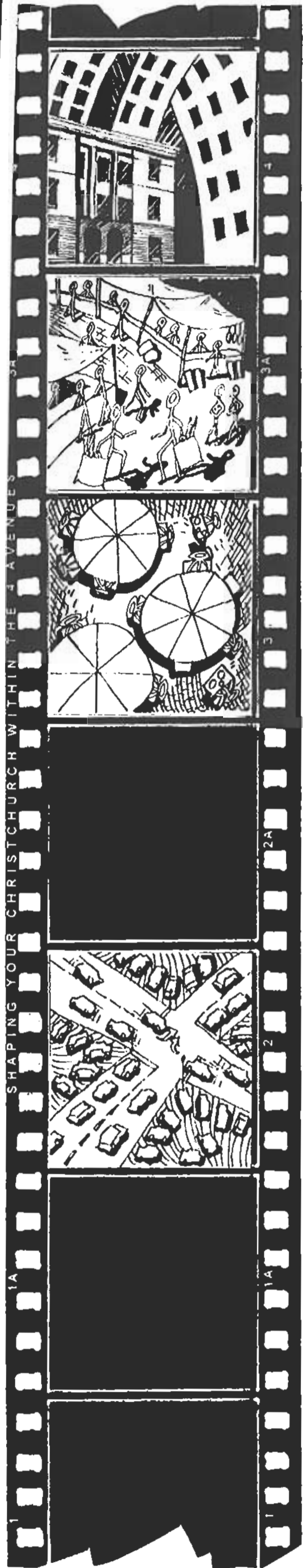
2. CITY CORE

Issues:

- Cathedral Square, has insufficient people, entertainment, green, vibrancy or safe feeling.
- Built enclosure of Square lacks cohesion. Inadequately defines the open space.
- Cathedral Square suffers from lack of management of change.
- Buildings around Square ignore people and lack street life.
- Excessive traffic and buses in Cathedral Square.
- The Square is disjointed, lacks cohesion, and requires planning.
- Square empty, desolate and harsh at night. Vulnerability/targeting of certain groups.
- Lack of security in Cathedral Square, Worcester Street, and east.
- Perception/threat of danger at night. Poorly lit and dark areas.
- Change led by individual projects e.g. Cathedral Junction project; Cathedral Visitor Centre.
- A concern that main spaces and throughways do not become wind canyons and shaded.
- Consider the wind tunnelling effects in assessing the design of all buildings. Test a model prior to consent. Considerable wind funnelling has already been generated and further potential effects need to be minimised.

Change wanted:

- Tackling of the big tasks, particularly Cathedral Square, and, car dominance.
- Zoning and rules to enable strict control of development and management around key spaces.
- Set microclimate effects as a design assessment criterion to maximise sunshine and minimise induced wind.
- Comprehensive and integrated planning for management of Cambridge and Oxford Terraces as river precincts.
- Promenade along Oxford Terrace linked across to Centennial Pool with plantings, pavings. Reduce/eliminate motor vehicles.



For Cathedral Square:

- Securing the heritage buildings remaining around the Square.
- Re-development of other aspects - buildings, road/traffic, natural features, safety/social.
- Restore its sense of place and use as the city's hub, the physical and spiritual heart.
- Re-focus the Square on the Cathedral and restore the Square's integrity. Strictly control heights, form and character of buildings around Square, and their management (e.g. colours, signage). (refer question 7, section 14)
- Require/encourage people-friendly ground floor activities.
- Provide an alternative bus interchange nearby.
- Although appropriately a "hard space", introduce greater trees and grass around Cathedral. A treed perimeter to provide necessary spatial definition and cohesion.
- Provide gardens for colour e.g. replace playground in Square with a garden.
- Retain distinctive differences between the soft and curvilinear Victoria Square against the hard and rectilinear Cathedral Square.
- One level universal paving.
- Need planning for business, small malls and arcades.

For Victoria Square:

- Contextual cohesion.
- Not 30 stories, no higher than 4.
- Visual containment and character of street corners needs careful management. This applies throughout the core, and beyond.

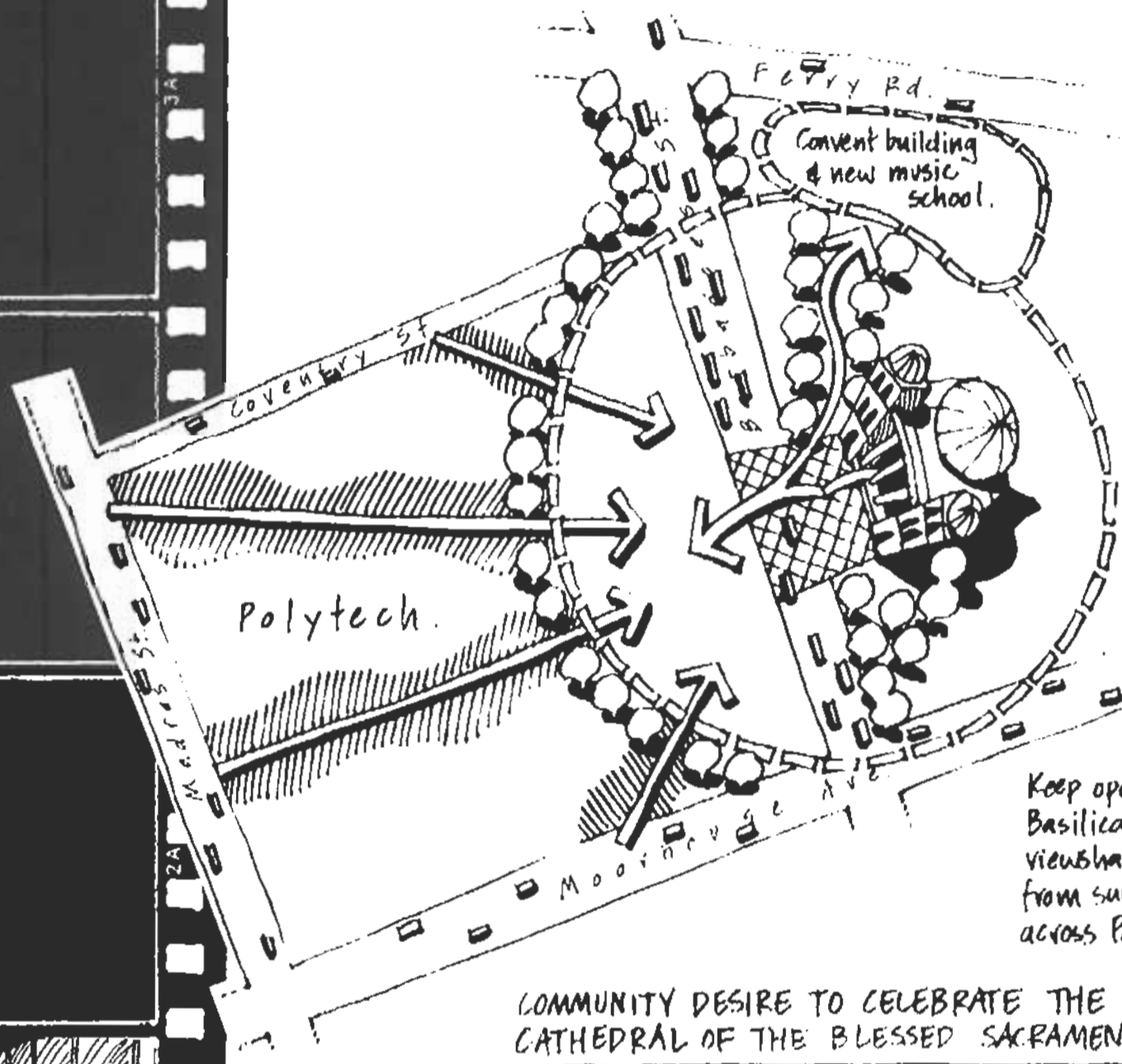
3. SOUTH

Change sought:

- Additional wind protection along Oxford Terrace.
- Reduced traffic on Oxford Terrace directly south of the River to enhance the river area.
- Reduce potential building heights from 45m near Tiffanys, a heritage building.
- Reduced traffic encroachment on S. Michael's School area.
- Note the importance of the St. Andrews Triangle, Oxford Terrace, as a city entrance.
- Set the built frame back from Durham Street.
- Concern about effects of parking around Hagley Community College and Hagley Park netball area.
- 30m height of Hagley College area is appropriate with respect to Hagley Avenue and Hagley Park.
- Encourage the planting of trees along Hagley Avenue, south side, to form an avenue.
- Seek to establish a green belt to visually contain the business zone.
- Discourage car yards on street corners along Moorhouse Avenue.
- Substantial tree planting required along Moorhouse Avenue as the scale is not people friendly.
- Provision of green space in Moorhouse/Railway/Hoyts area and avenue reinstatement.
- Green spaces and plantings.
- Retain the character of Lichfield Street, discouraging demolition and erection of tall buildings along the street.
- Maintain and enhance the entrance to the city from Ferry Road and its junction with High Street.
- Protect heritage buildings and develop green parkland.

SHAPING YOUR CHRISTCHURCH WITHIN THE 4 AVENUES

- Protect Cathedral of the Blessed Sacrament and encourage restoration of surrounds.
- Frontage of Cathedral of the Blessed Sacrament requires review, to enable views from afar. Protect and manage view shafts to this Cathedral.
- Develop green spaces around the Polytechnic area.
- Pocket park development near Polytechnic and student accommodation.



Develop a link from the frontage of the Basilica across to new greened space in Polytech grounds, i.e. paved apron/piazza.

Keep open space around Basilica. Retain green viewshafts / physical links from surrounding streets across Polytech.

COMMUNITY DESIRE TO CELEBRATE THE CATHEDRAL OF THE BLESSED SACRAMENT

4. EAST

Change wanted:

- Provision of green open space for eastern city residents.
- Link MOA Reserve through Ely street onto Bowling Green and to Salisbury Street.
- Pocket parks/ street recesses in Peterborough Streets between Manchester and Madras.
- Dog Park on corner of Madras and Otley Streets and Bealey Avenue.
- Moa Reserve pocket park:
 - Immediate revocation of right-of-way to 22-24 Melrose Street to preserve hard fought for green space. Plant in local natives to attract and sustain birds.
 - Extend by incorporating section on Moa Place keyhole north side.
 - Create connecting green space on empty section on Ely Street, through old bowling green and accessway to Salisbury Street. On some, Council construct low income housing.
- Old bowling green clubhouse converted to MOA Community Cottage.
- Volley ball pitch for teenagers and "big children".

12. HERITAGE & AMENITY

In general participants sought:

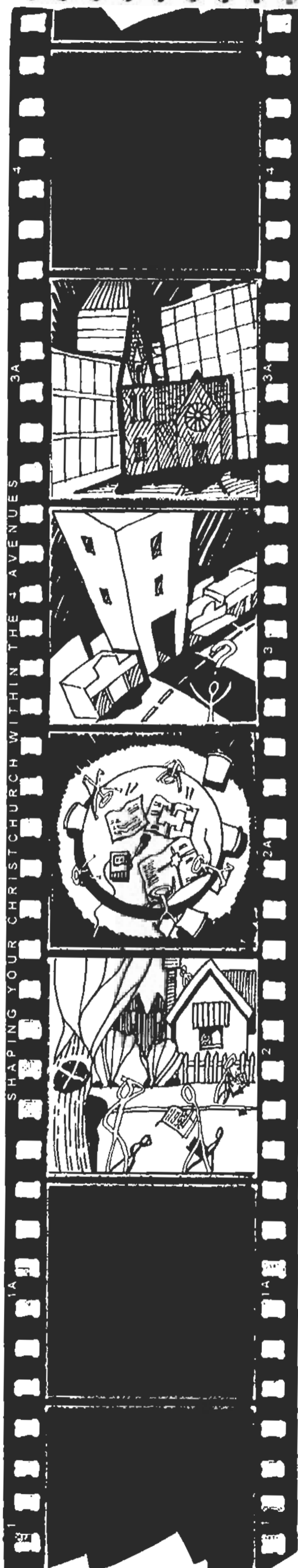
- Retention of heritage features, and consequent costs addressed.
- Recognition of important historical areas including those indicative of historical growth.
- Conservation of important public buildings and fine materials reflecting calmness, order and tranquillity.
- Formal recognition for wooden buildings.
- Preservation of the heritage of inter-war buildings.
- Protection for old buildings, including all stone structures, and their context - trees and space, and other complementary structures.
- Recognition of different eras. Recognition of different functions to illustrate broad community social history.
- Protection of as many older houses and cottages as possible, especially groups or streets.
- To visually contain important spaces, streetscapes and street corners, protection or reinstatement of buildings right to the front boundaries, of sympathetic scale and character. This occurs in business, living and cultural zones.
- Strenuous efforts to identify and retain heritage, to celebrate the past in terms of both natural and built, Maori and Pakeha/European, and, male and female contributions.
- Preservation of coherent areas, not features alone. That is, conserve streets and groups of buildings, not just individual houses.

Management/use sought:

- To aim for well-managed heritage, through development of conservation management plans, such as done for the Provincial Buildings and Arts Centre.
- Making it more attractive for owners to retain heritage buildings. A criterion for assessment of non-viability. As the community may consider a developer should accept a lower return on heritage property investments if it saves the building, through a consultative approach, develop “% of return” guidelines for consideration in decision-making.
- In assessing viability, and the appropriateness of demolition, inter-relate the potential commercial return from the land with the potential return from the building.
- Protection through some minor business usage by residents incorporated within their residences within strict limitations of space occupied, number of employees, and that the business operator resides on the premises. This is defined as home occupation, with people running businesses from home.
- A second category of business in a living zone is homestay, that is, paying guests within a private home. Rather than four visitors, a maximum of two bedrooms and six people is sought as a definition for homestay capacity. However, homestay that is actually overflow from hotels, etc. is not acceptable.
- A rule to prevent an important building being demolished and followed by years with a vacant site only.

Evaluation sought:

- Older buildings mapped and ranked according to originality, intactness, etc.
- To address the diversity of built character, and a finer-tuned allocation of height limits could be developed, block by block.
- Statutory protection is necessary, and some finance needed from both CCC and central government.



Mechanisms sought:

- Support and expand on proposed Special Amenity (SAm) areas.
- Other methods were sought in addition to those in the City Plan.

Development sought:

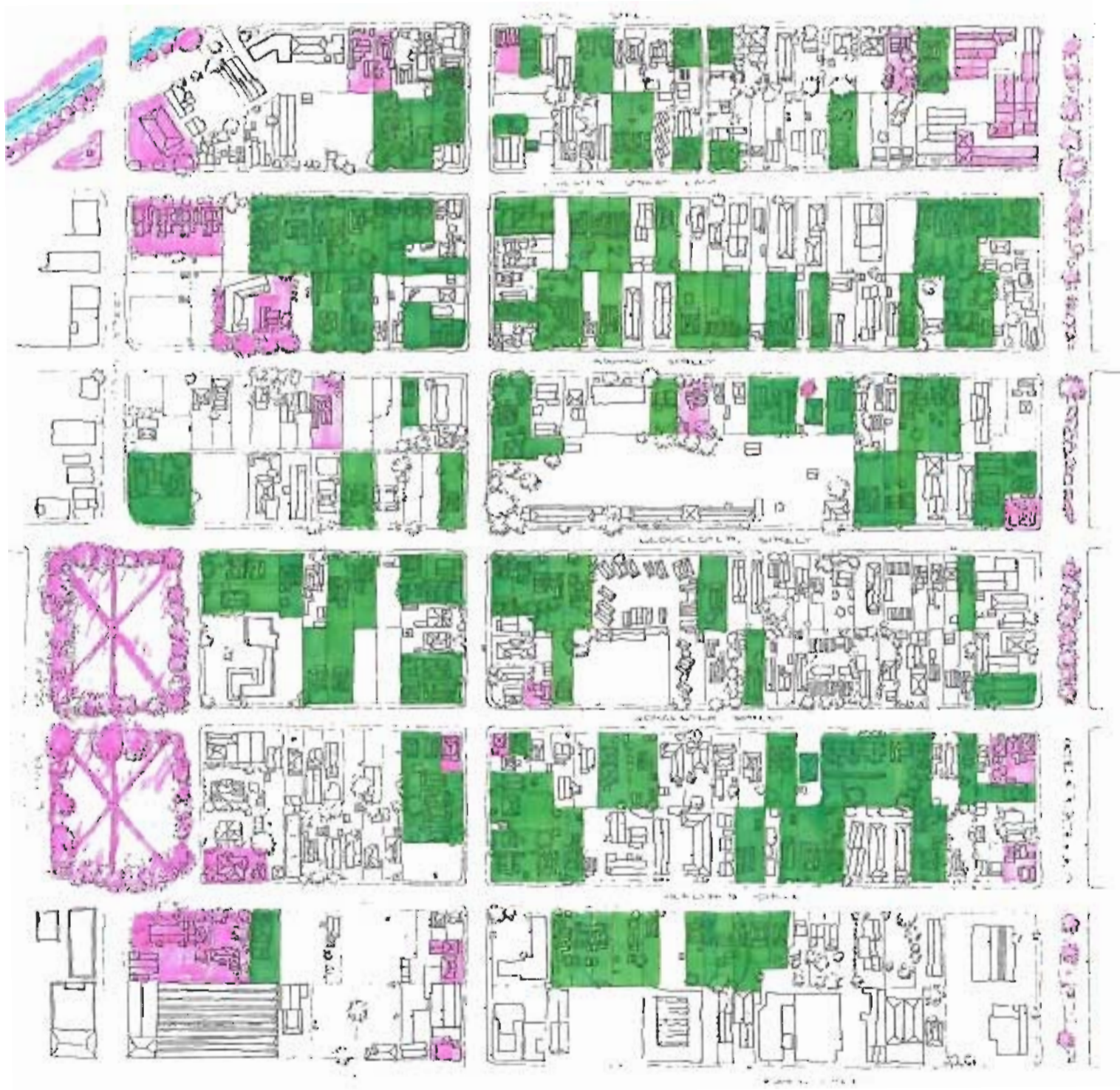
- The heritage backdrop recognised, and not over-shadowed by a “theme park” character of new development.
- Where heritage and modern buildings are to be inter-mixed, the new development must be in scale with the old.
- Sympathy with the forms of heritage building.
- For development of any classified site in a SAm (Special Amenity area), applications to build/alter/demolish be publicly notified.
- If to proceed to a hearing, commissioners be sought, selected from an established panel or roster of people with suitable expertise (e.g. in architecture and/or landscape architecture).
- In an extended SAm area, where the permitted height on neighbouring site is greater than an 8m eave height, then any new building or structural alteration in the vicinity be restricted to that 8m eave height within a radius of 25m.
- Street furniture, objects require respectful design co-ordination. Avoid proliferation - clutter.
- Encourage new buildings “in character” with valued heritage and surrounds.

Process involvement sought

- Further improvement to the public notification procedure.
- The community must be informed. They must have the chance to consider proposals and have input, such as through a community based management plan.
- The importance of documentation - to know what valued resources there are in an area. This is important both for community awareness and to assist in a sense of community “ownership”.

Revised mechanisms:

- For Living Zones, further heritage and special character recognition is sought than provided by the SAm areas and designated heritage features.
- An intermediate stage between the SAm approach and the heritage feature approach is considered desirable. This would require no demolition/removal in a SAm until after notification, to provide for community input through notification.
- Although in all zones protected features are delineated, the SAm mechanism has been developed for Living Zones. Character building groups have been identified in Business Zones.
- Community assessment has recently derived a revised evaluation process for heritage and character in residential areas. The pilot for the eastern precinct is included (see map).
- The community assessment to classify buildings may be conducted in association with development of a community based management plan.
- Recognition of two categories of area is thus proposed, **heritage building** and **character building**. A mechanism with similarity with that for “character building groups” in the Core is proposed.
- For **heritage buildings** in residential areas, not just the streetscape, but all exterior and interior surfaces require recognition (as occurs for character building groups in the Core).
- For **character buildings** in residential areas seeking the “inverted” or full precinct SAm delineation for appropriate reasons, all exterior surfaces be considered.
- As in the mechanisms for the Core, many features of the heritage and character conservation requirements or processes can be similar.



COMMUNITY EVALUATION
City East

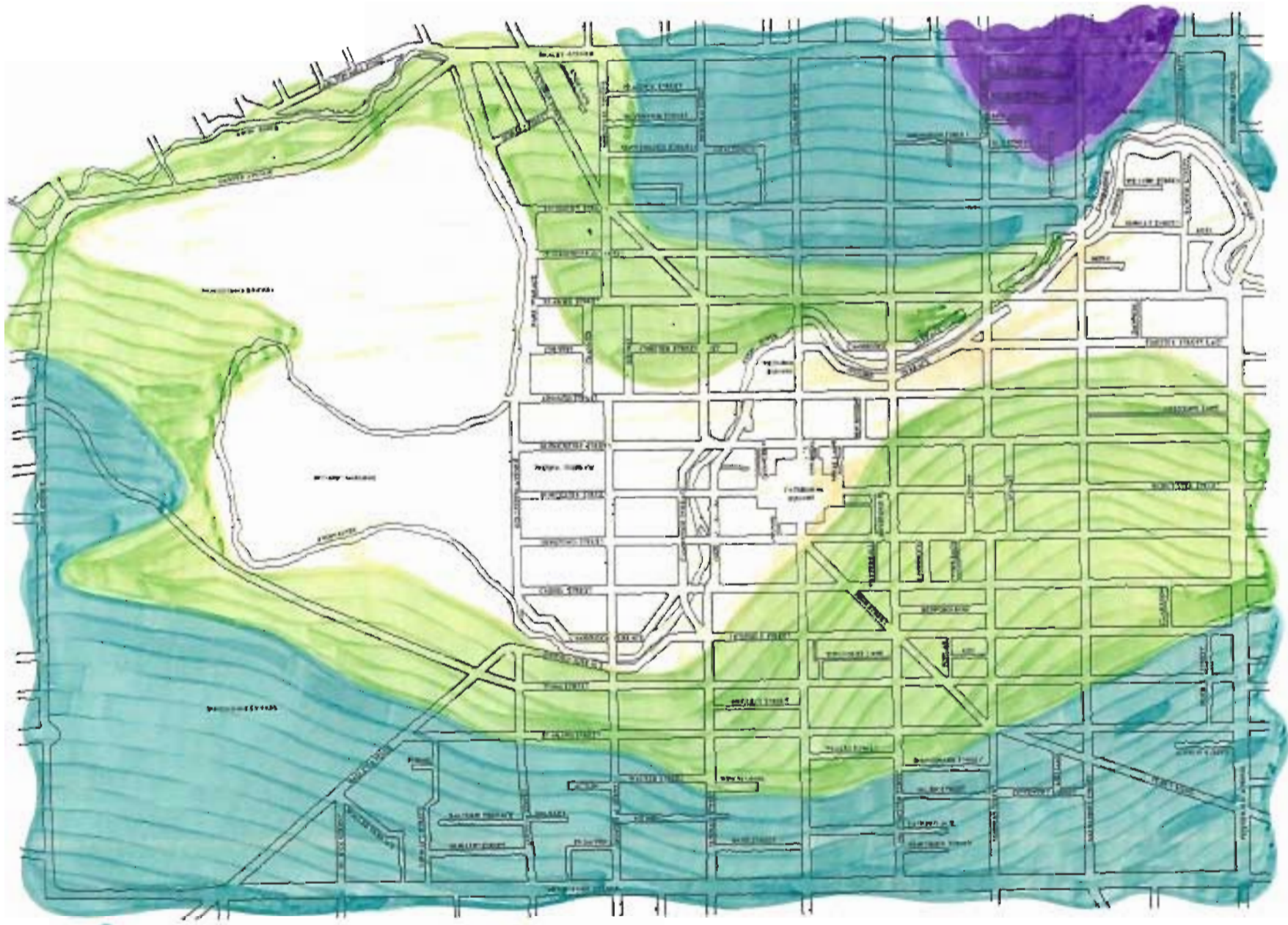
- KEY
- HERITAGE VALUE
 - CHARACTER VALUE







- An “inverted” SAM approach is also sought, where the assessment would involve highlighting where not to have a SAM. That is, everywhere would be assumed included until specifically excluded. The coverage would require notification to proceed with a demolition.
- For buildings not evaluated as either “heritage” or “character” within the suggested extended SAM area, applications for change be non-notified, and considered by an architect as to the appropriateness of the proposed change with regard to the rules and criteria. The Council officers should, however have the discretion to notify.
- For increased opportunity to manage heritage and character, recognise that increased residential density is desirable. Some trade-offs are appropriate. Opportunities for greater development have been identified (see section 10, Built Form & Density), and these support the argument that a concentric density model for the city is overly simplistic. The “palmate model”, with fingers and enclaves of greater density relating to the sustainable character, community and accessibility, appears more appropriate.
- Support provisions in the City Plan for heritage objects - the character building groups, protected buildings, places or objects, and, the protected trees. However, there is inadequate protection of the integrity of significant open spaces. The appropriate enclosure of spaces requires further definition.

Natural heritage/amenity:

- To recognise the tension between natural and cultural heritage in the use of vegetation in the city, a workshop was sought. A special workshop on plant life in and for Christchurch was proposed, addressing both indigenous and exotic. This could include Maori tradition, European aesthetic, biodiversity, ecological management, and, community perceptions.
- Protection of basic natural topography was sought. Care is needed to preserve natural contours e.g. Hagley Park terraces.
- Retain awareness of the Port Hills, Alps, Avon River and Hagley Park - as backdrops and setting to the flat city they are very important.
- Retention of views and vistas is necessary. Viewshafts required as a planning mechanism to protect or restore views of e.g. the Port Hills and Alps (see map).
- Care is required to limit building heights around Hagley Park to retain tree “wall” around the Park when viewed from both inside and outside.
- A community register of trees and natural features to be available to developers. Residents’ associations might be involved in developing and advocating the register. Caveats on titles could be an appropriate trigger mechanism for significant features.
- Focal point trees are required. With increased density and smaller sites, some public spaces are required to enable the planting of trees.
- Trees are required to contribute to the skyline within the inner city west. They signify space between buildings. Provision for trees is essential, for, are we not the garden city? Minimum development standards are needed that allow for trees.
- Protect, restore and enhance a substantial tree framework as the major structure of the city.
- Provide information and interpretation regarding local indigenous vegetation.
- Bands of totara forest and cabbage trees were here before (see map overleaf).
- River location pre-dates people and is an expression of the Plains flatness.
- The River is the sole survivor of this pre-human place. Respect is required.
- River also strongly represents cultural heritage.
- Some riverbank restoration to pre-European pattern and character is appropriate.
- Local pockets of native vegetation more predominant further from the city centre.



 Kahikatea, korera, manatu, lush older plains ecosystem.
 Totara, bellbird, matai, broadleaf, older plains ecosystem.

 Houhere, piwakawaka, kokuku, mid-age plains ecosystem.
 Pukio, pukeko, karamu, peatland plains ecosystem.

INDIGENOUS PLAINS ECOSYSTEMS within the 4 avenues

from 'Indigenous Ecosystems of Otago' Chris Johnson's set 2 Lucas Associates 1995 (currently in draft).



- Some indigenous vegetation and some European on the River is appropriate - keeping the predominantly “English” image.
- Low native wetland plants (sedges, etc.) encouraged right up the waterway even where flanked by riverbank European trees.
- No high rise development near the river - keep several blocks back.

To manage layers of heritage into the next century, participants sought:

1. WEST.

- Further protection for remaining heritage. Existing listed buildings under threat e.g. Barracks, Peterborough Centre, Ironside House, Owen House (Orari).
- Heritage listing needed for Charles Upham House (Gloucester St.), Elizabeth Kelly House (Cambridge Tce.), Trustrum Works (Peterborough St.), and Hospital houses.
- Integration of Cultural and Living Zones with high heritage/amenity values is appropriate.
- Some important heritage and character has not been formally recognised, e.g. Hereford Street opposite the Arts Centre; Gloucester Street western block.
- Allowing up to 14m high buildings (L4C zoning) is not considered adequate protection for local heritage and special amenity. Additional heritage management is sought beyond the SAM areas and heritage dots.
- Recognition is needed of a larger special amenity area with amalgamation of SAM31, 22 and 32 plus spaces between, and extension to cover the total precinct.
- Reduced heights from those proposed in the City Plan are sought to maintain this heritage area, for the enjoyment and pleasure of the whole city.
- An additional cultural zone is sought for the new public art gallery.
- Tall buildings adjoining historic S.Michaels complex would be inappropriate (see map).
- Visitor accommodation development is not considered appropriate to the cultural-heritage-residential character of the area. Substantial accommodation development threatens the residential heritage, therefore deletion of the visitor accommodation (L5) is sought.
- The bulk, form and character of high density in the west fringe is considered ruinous of the character of the area. The 40m height limit west fringe needs to be shifted further east of Montreal Street to form an appropriate transition to the residential character area to the west of Montreal Street. The west fringe height affects heritage buildings - excluding winter sun and over-shadowing. A much lower transition is necessary.
- Allowing for increased density affects the ability to retain the character. For example, residential L4B (30m ≈ 11 storey) and visitor accommodation (L5, max. height 14m ≈ 5 storey) both within blocks and surrounding area. The City Plan allows L4A and L4C heights up to 8m, 14m or 20m, these potential heights are not acceptable. The consistency of 8m maximum eave height enables the fabric and social cohesion of the character area to be conserved.
- To retain heritage, remote experience and escape to privacy provided by Hagley Park, high rise should be excluded from the Park periphery. Built height around the Park should follow the local pattern - the Park Terrace character. An 8m eave height limit is appropriate as this is the scale of the character houses forming the city gateway area from Bealey Avenue/Carlton Mill.
- The trade off is accepting the taller buildings in the Business Zone of Victoria Street (30m) and Armagh Street (40m).



- Incentives are necessary. It is appropriate to allow new uses for large old houses, it is necessary to have owner-occupier operators, home occupations e.g. homestays with up to 4 people, is permissible (this could perhaps be increased to 2 bedrooms with up to 6 guests).
- The argument to enable more people/households to be absorbed and have recreational space, high rise be located next to open space is fallacious unless the high rise exists alone in relation to the open space (as in The Pines, Epsom, sited against Mount Eden, amongst large trees). Even when adjoining the Park, introducing tall residential amongst older established residential developments affects the heritage values, and affects the community cohesion and the well-being and recreational experience of the neighbourhood e.g. Gloucester Towers.
- The 8m height limit to the eaves, plus a 3.5m roof, is the appropriate maximum height limit for the north-west residential precinct, with up to 14m height limit on the south boundary only, along Cambridge Terrace (see map).
- The whole area should be addressed as of heritage value. Developers should have to prove their case that they will not have any significant adverse effects on this value. At present the onus is on the residents to make a case. The onus should be shifted to the developer.

2. CITY CORE

City layout:

Important to conserve the patterns, layout and integrity of design - the repetition of grid, triangle and square - and large numbers of heritage buildings.

- Worcester Street East to Latimer Square - important to end street at Latimer Square, and have no road through. The Boulevard extension will strengthen the connection to Cathedral Square.

City entrances:

- High Street to Ferry Road; Victoria Street- important past access routes.
- Early retail character and industrial buildings along High street area, and old cultural buildings - churches, schools, etc. Ferry Road, Barbadoes Street.
- Important to recognise it is the groupings of buildings that are important, the historic mix, along a main route to the city centre.
- St. Andrews Site (Tuam-Hagley Ave.) - needs appropriate treatment and heights restricted.
- Colombo Street north (Salisbury Street down to the river) retain (and restore) the character and scale of old buildings to retain the identity as a separate village within the inner city. Limit re-development and encourage sensitive change.

City centre:

- Cathedral Square as centre of city, the geographic centre, the community's centre, and, the spiritual centre.
- Special zoning required to manage both containment and content of the Square.
- Retain heritage buildings - Press, Lyttelton Times, Government Buildings, Regent, Central Post Office, Sevicke Jones, and, Westend.
- Ensure any new building is of sympathetic height and design. Rebuild at a human scale appropriate to the Square space.

The Square surrounds - a proposal:

Who pays?	Establish a fund e.g. Heritage Trust Fund - \$1 for \$1 subsidy by CCC.
Priorities?	All stone buildings and others as recognised in the City Plan.
Policies?	Retention for 2 years to enable alternative uses to be found. If found, no demolition permitted.
Concessions?	Rates, fees, consultancy advice.
Standards?	Fire, earthquake, building.



Avon River:

- Retain and enhance the inner city's present river character.
- Provide some compatible form of recognition of earlier settlements and times, including native plantings near Edmonds Clock Tower.
- Recent treatment of the river bank from Cashel to Hereford Streets is not regarded as suitable.
- Minimise stone retention work. If retention structures are required, ensure consistency with use of materials, perhaps greywacke stone of these Plains.

Port Hills & Alps connections:

- Retain/enhance as far as possible.
- Viewshafts to protect views from within and across the city core.

Vegetation:

- Retain European character generally. Encourage native plantings in appropriate style and location.

3. SOUTH

- Lichfield-St. Asaph St. old warehouse buildings present a cohesive streetscape.
- Lower end of High St - with old Hurst and Drake retained - marks the beginning of the central city.
- Any new development in Manchester St should show continuity and cohesiveness with them.
- Demise of Hurst & Drake (Lower Armstrongs drapery shop) building of serious concern re.:
 - loss of High street containment.
 - loss of important corner.
 - storage of dangerous goods (proposed service station).
 - encouragement of more traffic in town.
- Grid street pattern and vistas.
- The bricks, an historic site on the river in the Avon Loop area, needs recognition.
- Protect the integrity of Moorhouse Avenue, protect buildings and trees. No parking, nor parking buildings on the Avenue.
- Moorhouse Avenue require planting to re-instate the "Avenue" effect. Trees required on both sides.



4. EAST

Latimer Square SAM 33:

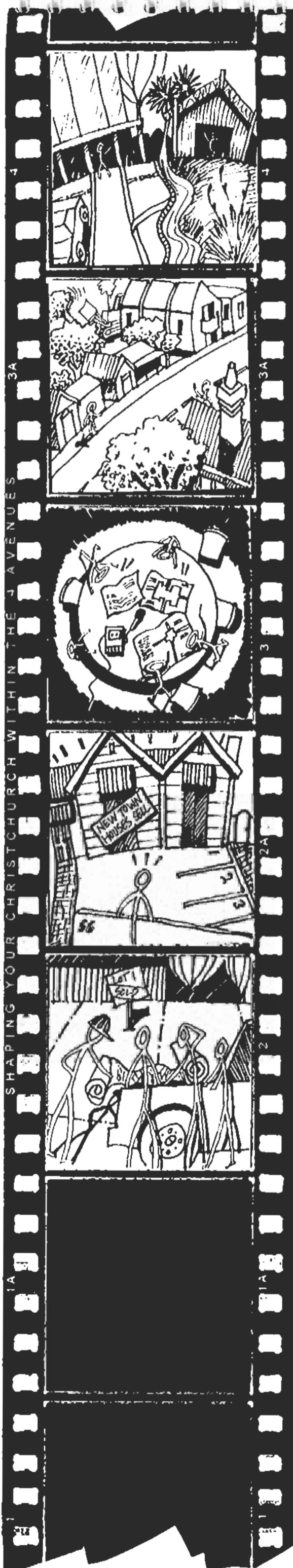
- The east side of Latimer Square is perceived as a very “public” SAM. The surrounding sections and buildings are part of the Square - the “Square-scape”.
- Extra SAM Cashel St west (see map, sheet 57).
- Expanded Chester Street SAM.

Chester Street SAM 30:

- In supporting the Chester Street East SAM identified between Madras and Barbadoes Streets, an expansion of criteria is sought. The methods are considered inadequate.
- Confusion over whether retention of character buildings is intended, or that they will merely be considered for cues for their replacements. Retention of the coherent building groups is supported.
- Consideration need be given to all exterior surfaces, not merely the streetscape or public view. Attention to facades alone encourages double standards - “double lives” for buildings. It is confusing and lacks the honesty necessary in a lived in community.
- The standard street setback of 4.5m does not recognise the existing character and amenity that is presumably the basis for the status. The setbacks are very varied, in response to size of dwelling or orientation. Existing buildings have a 4.5m setback for cottages, 10m for two-storey row houses, and, 16.7m for two-storey detached houses.
- 4.5m setback is acceptable for one-storey buildings.
- 10m setback for buildings to 8m eave height, (excepting sites 106 to 116 Chester Street, where 16.5 m setback is considered necessary).

Avon Loop SAM 24:

- Enlarge SAM to incorporate the entire frontage of the Avon Loop.
- Extend criteria beyond design and appearance of street frontage. Facadism not supported, but address whole development.
- Request development of a “community based management plan” to address the whole Avon Loop area.
- Require public notification for resource consents in the SAM, that is for all design, appearance, etc change applications.
- Seek a mechanism for community assessment of an application - if the community has concerns, expert comment will be sought.
- For Council assessment of notified consents for design and appearance etc, expertise is essential. A design panel is sought. Community comment on panel composition sought.
- Assessments must take context into account sense of community, aesthetics, as well as functionally. Setbacks etc. must allow for adequate sunlight, e.g. for east-west oriented streets.
- Views from opposite side of the river. Vistas maintained.
- From riverbank walkways, keep views to river open. Ensure any native planting is appropriate - ecologically, aesthetically and with regard to safety.



5. NORTH

- Install a local heritage walkway.
- A focus or thematic presentation for preservation and/or exemplification of early NZ.

Not want:

Problems of infilling:

- loss of trees
- loss of open space
- loss of character buildings

Two viewpoints:

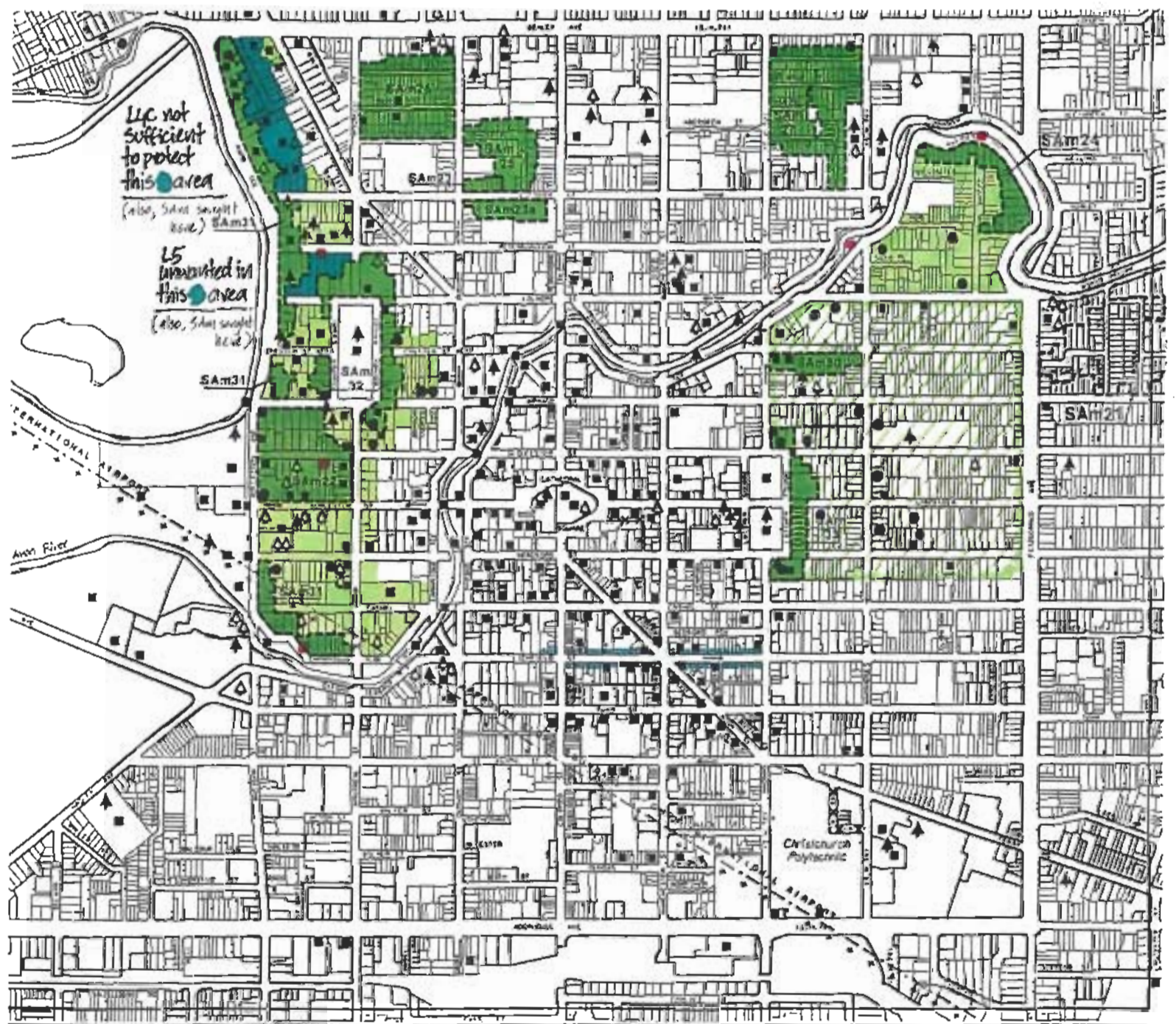
- "traditionalists"
- "newcomers"

Need to find common ground:

- community based management plan.
- but urgency - values disappearing overnight.
- All future developments in the SAM 27 area to be subject to full consultation with the moratorium on development in SAM 27 until the "community based management plan" is in action.

In Heritage and SAM areas:

- An obligation to consider the streets themselves and the effects of development beyond the site e.g. narrow street pattern.
- Allow only residents' parking on narrow residential streets.
- Limit the requirement for on-site parking, e.g. maximum of one car park, to reduce car numbers in the small scale areas. This will assist with heritage/character protection - street scene enhancement/ freeing up on site space for planting.
- Consistency of style - old and new. Not necessarily stop removal of buildings, but there is a clear need to balance the proportions - ration the replacements? - through a range of mechanisms - Rules in Plan, guidelines, demonstration and interpretation, community consultation, consultation between developer, resident and landowner.
- Utilise covenants to put the obligation for tree and building protection on the owner.
- Costs for maintaining protected buildings must be considered. However, as these are relatively small houses, costs may not be a real issue.
- A SAM designation may be too late on an architectural style basis, for example, in Beveridge Street it could be colonial house, summerhill stone 60s, or modernist style. It is the narrow streets and existing houses that are the basis of the character and they require retention.



- Protected Object, Place or Building
- ▲ Protected Tree
- ▲ Group of Protected Trees
- Scheduled Activity

- SAAms as per City Plan
- SAA extensions (CityCharvette)
- Areas requiring heritage protection

- Inverted SAA (C. Charvette)
- Proposed protected object/ place/building (City Charvette)

SPECIAL AMENITY AREAS
As proposed in new City Plan & sought during City Charvette.

13. MANAGING CHANGE

Participants assessed the need to intervene in change in the inner city. They considered the appropriateness of different management mechanisms, from mere community suggestion, to guideline, through to controls. Appropriate mechanisms were addressed on a scale:

	1	2	3	4	5
Suggestion			Guideline.....		Rule

1. NORTH

We want to protect the area against the current spontaneous development. *"This is similar to everyone contributing colour to a mix - because you have no plan, you come up with mud colour. Result. no plan, results in no picture."*

The planning controls should come from the grass roots' community movement, rather than be imposed by administration. *"It is old wisdom, 'Where the people lead the leaders will follow'. We want rules."*

"The market does not protect its investment. We have cars (most people's second biggest investment) and we protect them by driving to rules, because rule-less driving means exposing the investment to high risk." Similarly, rules are wanted to secure the city's asset, the city's investment in the cultural heritage evident and appreciated in the character of the north-west inner city neighbourhood.

Controls were considered essential to enable confidence in ongoing management of character properties. The properties are vulnerable to disruption of their context, and thus disruption of the inner city's cohesion.

To achieve the greatest good for the greatest number, it is considered necessary to identify the essential and inherent characteristics of each city area, then use controls to conserve and enhance these to create a city where each area reflects its special characteristics whether it be the river, the coast or the Port Hills - or, ALPA and ICON areas.

Colour - painting of buildings. (3) Guidelines were sought to prevent dominating or unsuitable corporate colours - Dick Smith; Coca Cola; Chubb, etc. - which destroy or disturb the character or unity of a particular area.

Whilst suggestions or guidelines, rather than controls, are desirable, where there is institutional or commercial pressure as there is in the north-west, suggestions and guidelines have proved insufficient. Therefore, because of the specialness and vulnerability of the area, controls are considered necessary.

2. CITY CENTRE

Prescriptive design controls are out!
Instead, think about:

- regionalism
- history
- context
- garden city
- sustainability

SHAPING YOUR CHRISTCHURCH WITHIN THE 4 AVENUES

3A

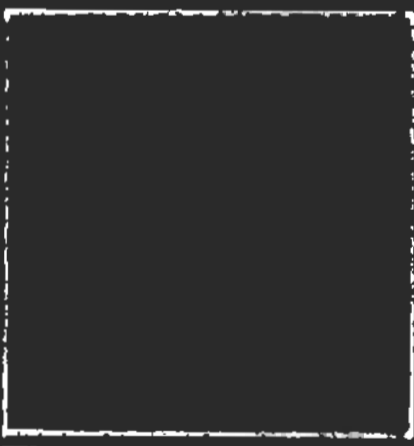
3A

2A

2

1A

1A





Proposed mechanisms:

Redevelopment of any area/property falling within a determined radius (50m is suggested) of a heritage/historic site or adjoining title, be a controlled activity with respect to:

- height
- external appearance, and,
- siting of buildings on site.

To buffer differing activities, a transitional zone, using the recession plane approach, to alleviate over-shadowing, "dwarfing", wind effects and glare.

To improve design awareness of the inner city context, more design guidance should be incorporated as part of the City Plan but a non-statutory method, not a rule. For example, include in the preface to the business zones, and repeat in the objectives and policies.

- 5 Signage design re. size, location, contextual compatibility.

3. SOUTH

Open space:

- 5 Minimum size.
- 5 Maximum hard/non-porous surfacing.
- 5 Minimum green space.
- 5 Stormwater management - on-site & disposal.
- 3 Sustainable management.
- 3 Community/public plantings, information for specific areas.
- 1 Private plantings.

Structures:

- 5 Height, scale and form of structures.
- 3 -5 Materials with respect to sensitivity of area.
- 3 Colour.
- 3 Desirability /not of boundary fences/walls.
- 3 Boundary fence character and materials.
- 3 Environmentally friendly materials.
- 3 Environmental management - solar energy, insulation, glazing.

Strategies:

- 3 Vehicle, pedestrian and cycle circulation.
- 3 (-5) Heritage management.
- 3 Landscape management.

Specific areas:

Studies and action required to address all forms of circulation, open space and amenity,

- at: High Street - Ferry Road - Madras Street intersection.
- Worcester Street - Museum corner.



4. NORTH-EAST

Parking for residents, visitors and servicing is permitted.

- 3 - 5 Long-term commuter parking (all-day parking) should be prohibited within the residential streets. Use of signage and police/wardens to enforce restrictions. The traffic calming around Madras Street should be continued.
- 5 Developer consultation with the community is sought regarding new development. Whether or not notified, consultation with community/residents groups is sought.
- 3 Encourage documentation of the neighbourhood.
- 3 Guidelines are sought to enhance decision-making. Where there is a lack of agreement, a mediation mechanism is sought.
- 2 Covenants for significant trees/vegetation.
- 3 Encouragement of appropriate alternative uses, for social benefits of diversity, security and interest.
- 4 -5 Community assist in management of significant effects - traffic, signage, noise, operating hours.
- 1 Reuse, recycling and other environmental management considerations.

Structures:

- 1 Building materials, colours, textures.
- 1 Energy management - e.g. passive solar.
- 5 Double glazing.
- 5 No solid fences greater than 1m high, within 2m of the street boundary.
- 5 Vegetate front yard.
- 3 Shared responsibility for green spaces adjoining public space.
- 3 Encouraging a sense of community.

Sustainable development:

Suggestions, guidelines and demonstrations:

- Small pilot projects to demonstrate alternative appropriate technology i.e. community workshops, heading towards alternative energy sources at a community level. To build sustainable communities, socially. Literally breaking down the fences, and developing larger social spaces, common back yards, gardens, vegetable gardens, and, having just one vehicle access for several homes.
- New housing is expensive, alternative construction techniques should be explored e.g. straw houses.
- Ferrymead a potential model for the cottage industry, skill training, workshops and farming. Encourage explorative pilot projects in sustainable living and appropriate technology. Encourage alternative micro-enterprise schemes e.g. Just Dollars.
- Quality housing is necessary for low income people. Affording access to appropriate housing is the problem, especially for young people. Finding the deposit is a barrier, it is often equivalent to the cost of the land. It is proposed that the land be "leased" by government/bank, and once paid off over 10 years, the usual mortgage takes over. It is quite possible/feasible to not have to own the land, to make house purchase accessible.



- With communal land ownership, there is potential for a tree framework to be protected/established/enhanced, as it is not a product of an individual's personal property. There is potential for good involvement though, as the residents' would have a serious stake in the property, being owners of the house and possibly eventual owners of the land.
- Encourage edible landscapes in the new community developments - orchards, berry fruits, nuts. For community use and sale.
- Promote community sports events, that are not highly competitive.

Friendly buildings:

- Use an extreme idea for a development (e.g. the straw bale house) to capture the imagination of the community. Promote the idea through demonstrating the why's and how's of this type of development.
- Community workshops to explore opinions and opportunities.
- Problems faced include the limitations of the building code. A suggested option is to build the demonstration house, not live in it but test it thoroughly, and prove that it will stand up and can be practical!
- Encourage options and management which reduce energy demand.
- Develop options for on-site energy generation, to relieve dependence on the national grid.

Seek complete on-site waste management, with:

- Reduce water consumption by some 50% and recycle rainwater for toilets, etc. can reduce outputs by a similar proportion.
- Utilise roof water and grey-water for gardens.
- Filter roof water for clothes washing.
- Composting toilet system for a group of houses (with rates rebate incentive).

Modelling

- To enable adequate assessment of desired and appropriate change, computer generated 3-D scale modelling of the inner city was unanimously requested by participants.



14. QUESTIONNAIRE

A survey was undertaken alongside the workshop to allow opportunity for minority and diverse opinion to evolve more clearly. As the workshop seeks consensus throughout, a confidential questionnaire was available to identify if there was greater diversity of opinion, particularly if there was polarity.

The question format used has been developed and successfully tested in a very different application (Lucas, 1995). This was the first attempt at a dynamic application through a community workshop process, with questions being developed during the workshop process and people coming and going at different times.

SURVEY METHOD

A questionnaire answer sheet was available at the entrance to the workshop throughout the three days.

From the questions provided by the facilitator, please circle your choice on a five point scale as to the desirability, possibility, likelihood and sustainability of this over the next 25 years.

QUESTION 1.

<i>desirable</i>	5	4	3	2	1	<i>undesirable</i>
<i>possible</i>	5	4	3	2	1	<i>not possible</i>
<i>likely</i>	5	4	3	2	1	<i>unlikely</i>
<i>sustainable</i>	5	4	3	2	1	<i>not sustainable</i>

How competent do you feel in this assessment?

<i>competent</i>	5	4	3	2	1	<i>not competent</i>
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This was repeated to allow for 12 questions.

People came and went throughout the three days. Working from data that arose in each workshop session, the first six questions were provided early on Day 2, and the full twelve by the afternoon of Day 3. A drop box was provided at the entrance/exit to collect questionnaires as participants departed. It was a voluntary process, with occasional reminders given during Days 2 and 3.

SAMPLE

Participants in the survey noted their interests in the inner city, as:

Resident	13
Community representative	9
Land owner	6
Planner/designer	3
Retailer	1, or,
Other	5

From the 32 that returned the questionnaire form, of the 23 who answered this role question, a number of participants had more than one interest, e.g. as resident, community representative and land owner.



QUESTIONNAIRE RESULTS

The responses to the 12 questions are summarised below to show the pattern of positive, neutral or negative responses. The 5-point scale has been collapsed to a 3-point scale.

Responses are shown grouped as:

0 to 9%	=	0	50 to 59%	=	5
10 to 19%	=	1	60 to 69%	=	6
20 to 29%	=	2	70 to 79%	=	7
30 to 39%	=	3	80 to 89%	=	8
40 to 49%	=	4	90 to 100%	=	9

The responses show remarkable agreement with regard to the desirability of the changes outlined.

QUESTION 1.

On Day 1, participants sought shops for everyday needs (e.g. dairies, supermarkets) handy to inner city residents. Active Council encouragement of such shops is:

desirable	7	0	1	undesirable
possible	5	3	0	not possible
likely	3	2	2	unlikely
sustainable	6	1	1	not sustainable

How competent do you feel in this assessment?

competent	5	3	0	not competent
-----------	---	---	---	---------------

QUESTION 2.

A substantially improved public transport system has been proposed, including modern light rail, to reduce car use in the city. Development by/with city and regional council of a modern, efficient and convenient public passenger transport system is:

desirable	9	0	0	undesirable
possible	6	1	0	not possible
likely	3	4	1	unlikely
sustainable	6	1	0	not sustainable

How competent do you feel in this assessment?

competent	7	1	0	not competent
-----------	---	---	---	---------------

QUESTION 3.

Development of facilities to encourage cycle use (e.g. separate cycle paths) throughout the inner city is:

desirable	9	0	0	undesirable
possible	6	1	1	not possible
likely	3	5	1	unlikely
sustainable	8	0	0	not sustainable

How competent do you feel in this assessment?

competent	6	1	0	not competent
-----------	---	---	---	---------------



QUESTION 4.

Within the four avenues, a gradual decrease in provision for day-long car parks is:

desirable	9	0	0	undesirable
possible	7	0	0	not possible
likely	3	3	1	unlikely
sustainable	8	1	0	not sustainable

How competent do you feel in this assessment?

competent	6	1	0	not competent
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QUESTION 5.

In the commercial centre, a gradual decrease in provision for car parks is:

desirable	8	0	0	undesirable
possible	7	1	0	not possible
likely	2	4	2	unlikely
sustainable	7	1	0	not sustainable

How competent do you feel in this assessment?

competent	6	2	1	not competent
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QUESTION 6.

In inner-city residential developments, encouragement to decrease provision for cars (e.g. garages, parking) is:

desirable	6	1	1	undesirable
possible	6	1	0	not possible
likely	0	4	3	unlikely
sustainable	6	2	1	not sustainable

How competent do you feel in this assessment?

competent	6	1	2	not competent
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QUESTION 7.

Around Cathedral square, limiting building heights to eventually allow the Cathedral to again be the visual "hub" is:

desirable	9	0	0	undesirable
possible	5	2	1	not possible
likely	1	1	6	unlikely
sustainable	5	2	2	not sustainable

How competent do you feel in this assessment?

competent	5	3	0	not competent
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QUESTION 8.

Substantial tree masses (e.g. Avenues, Park) as a guide to maximum building heights in nearby blocks, is:

desirable	9	0	0	undesirable
possible	7	1	0	not possible
likely	4	4	1	unlikely
sustainable	7	0	2	not sustainable

How competent do you feel in this assessment?

competent	5	3	1	not competent
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QUESTION 9.

With reference to the City Plan, that buildings and traffic in areas around the Avon River be further limited to maximise the river as a visual, recreational and natural feature, is:

desirable	9	0	0	undesirable
possible	9	0	0	not possible
likely	6	2	2	unlikely
sustainable	9	0	0	not sustainable

How competent do you feel in this assessment?

competent	8	1	1	not competent
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QUESTION 10.

Encouragement of residential use/development within the south-eastern commercial area is:

desirable	7	2	0	undesirable
possible	7	1	0	not possible
likely	2	5	1	unlikely
sustainable	6	2	1	not sustainable

How competent do you feel in this assessment?

competent	3	1	2	not competent
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QUESTION 11.

With increased density in L4 areas, provision of increased public, green, open space is:

desirable	8	0	0	undesirable
possible	8	2	0	not possible
likely	5	2	1	unlikely
sustainable	7	1	0	not sustainable

How competent do you feel in this assessment?

competent	5	1	1	not competent
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QUESTION 12.

With increased residential use of commercial areas, provision of increased traffic-free public space is:

desirable	8	0	0	undesirable
possible	7	0	0	not possible
likely	4	3	1	unlikely
sustainable	6	0	0	not sustainable

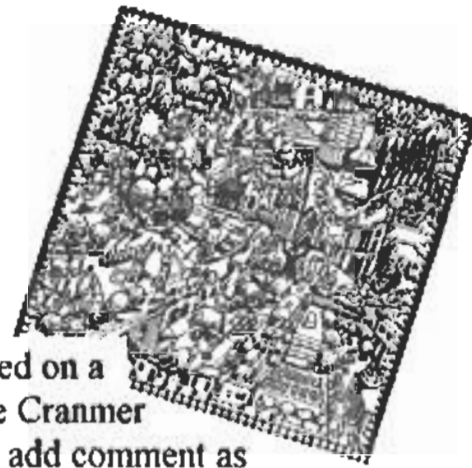
How competent do you feel in this assessment?

competent	6	0	2	not competent
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Given the widespread agreement shown on the desirability, possibility and sustainability of certain change, it would be interesting to now distribute the questionnaire in other interested fora, beyond this very small sample, to see how typical the responses are. The greatest diversity of opinion was on the likelihood of the various changes. Possibly this is a reflection of the optimism and pessimism as to the direction the city will take.

15. EVALUATION

THE SHAPE OF CHRISTCHURCH WITHIN THE FRAME OF THE FOUR AVENUES



Evaluation of the charrette planning process, which focused on a community workshop, 28, 29 and 30 October 1995, in the Cranmer Centre. For each question, please circle your choice, and add comment as you wish.

1. Were you able to get involved in this process? yes / no

2. If "no" to question 1, would you like to have been involved?
yes / no comment

3. If "yes" to question 1
Were you able to attend the workshop -
on Day 1, Saturday 28 October? yes / no
on Day 2, Sunday 29 October? yes / no
on Day 3, Monday 30 October? yes / no

comment

4. Did you fill in and return the questionnaire sheet at the workshop?

yes / no comment
(If "no", there are copies available - you can fill it in here and now!)

5. Have you had a look through the document "The Shape Of Christchurch" that resulted from this process?

yes / no comment


6. If "yes", the document's representation of the agreed views from the workshop is:

good 5 4 3 2 1 poor

7. Do you consider this community workshop process is a good or poor method of community consultation to guide the City's future? (please circle your choice)

good 5 4 3 2 1 poor

comment

today's date Thank you for your assistance, 
Di Lucas, landscape planner



EVALUATION RESULTS

14 people completed the evaluation form when the first draft was presented on 22 November 1995.

1. All had been able to get involved in the process, although one had not attended the workshop.
2. -
3. Of the 14, 11 had attended Day 1, Saturday 28 October, 7 had attended Day 2, Sunday 29 October, and, 8 had attended Day 3, Monday 30 October.

Comments included mention of commitments that prevented attendance - family, work, etc.; regrets for missing workshop days; *"Very interesting. Wished we could have had more variety of people"*; one commented that in some workshop groups there had been difficulty in having a say; and, another that *"3 days is perhaps too long - maybe several shorter sessions at intervals"*.

4. Of the 14 respondents, 8 had filled in the questionnaire at the workshop; 5 had not. Several did so later.

5. All had already seen the first draft of the document.

Comments: *"Pleased to find others do share my views!" "Excellent"; "Long way to read"; "A difficult environment to make comments - but fascinating to read about the bits I missed."*

6. The document's representation of agreed views was assessed as:

12 people rated it "good - 5"

1 person rated it "4 - for the sessions I was present at. I don't agree with all the comments".

1 person rated it "3", i.e. a neutral response.

7. The community workshop process was assessed as:

13 of the 14 respondents rated it as "good - 5"

Comments: *"The degree of agreement amongst participants as to their vision and feeling for inner Christchurch was amazing."*

"Lets have more of this - and lets hope it is listened to/acted upon - and with lower rates!" "Excellent format. Glad CCC is supporting this."

"Best known to date. Ideal scenario would include subsequent workshop (after results drafted) for participants to consider and synthesise any variations of view amenable to such synthesis."

"What happens to the document - who gets copies? It provides a useful basis for lots of discussions."

"Need to involve more special interest groups."

"Such a good number of highly informed, committed citizens is an excellent representative group with whom to consult and collaborate with Council. A very balanced, comprehensive view is obtained."

1 person rated it lower, at "4 - I'd like to hear from more people - how they think of Christchurch's future."

16. INDIGENOUS ECOSYSTEMS FRAMED BY THE FOUR AVENUES

KAHIKATEA, kereru, manatu, lush older plains ecosystem

TOTARA, bellbird, matai, broadleaf, older plains ecosystem

HOUHERE, piwakawaka, kohuhu, mid-age plains ecosystem.

PUKIO, pukeko, karamu, peatland plains ecosystem.

The "signature" native species that belong naturally in the area mapped: (see sheet 51)

KAHIKATEA	white pine	<i>Dacrycarpus dacrydioides</i>
kereru	NZ wood pigeon	<i>Hemiphaga novaeseelandiae</i>
manatu	lowland ribbonwood	<i>Plagianthus regius</i>

TOTARA		<i>Podocarpus totara</i>
bellbird	korimako	<i>Anthornis melanura melanura</i>
matai	black pine	<i>Prumnopitys taxifolia</i>

HOUHERE	narrow-leaved lacebark	<i>Hoheria angustifolia</i>
piwakawaka	fantail	<i>Ripidura fuliginosa</i>
kohuhu	black matipo	<i>Pittosporum tenuifolium</i>

PUKIO	niggerhead	<i>Carex secta</i>
pukeko	swamp hen	<i>Porphyrio porphyrio melanotus</i>
karamu		<i>Coprosma robusta</i>

17. REFERENCES

Lucas Associates. 1994. *ARROWTOWN CHARRETTE*. A Community Planning Process. Report to the Arrowtown community and Queenstown Lakes District Council.

Lucas Associates. 1995a. *SUMNER CONCEPT PLAN*. Report to the Sumner Community and the Christchurch City Council.

Lucas Associates. 1995b. *Indigenous Ecosystems of Otautahi Christchurch*. Set 1: The plains of Spreydon-Heathcote & Wigram-Riccarton.

Set 2: The plains of Hagley-Ferrymead & Burwood-Pegasus. (in draft)

Agenda 21 Committee. Spreydon-Heathcote & Riccarton-Wigram Community Boards, Christchurch.

Morris, Wendy; Kaufman, James A "Chip". 1995. *The Charrette an Alternative to Conventional Planning Processes*. Melbourne.

18. PARTICIPANTS

People coming to the three day public workshop were invited to put their name on a sheet as they entered. A new sheet was provided each day. Names recorded included:

DAY 1

Norman Barrett	Saturday 28 October
Jocelyn Beaven	Individual
Peter Beaven	Civic Trust
Flora Brodie	Individual
Heather Brown	Resident, Hereford Street
Simon Campbell	Hagley - Ferrymead Community Board
Jan Cann	Housing Network
Mike Cann	Dublin Guest House
Neil Carrie	Dublin Guest House
Dean Chrystal	Christchurch City Council
Ian Clark	Christchurch City Council
Dennis Cottle	Civic Trust
Margaret Cottle	Resident
Edward Curtis	Resident
Russell Devlin	Resident, Armagh Street
Peter Dyhrberg	Russell Devlin Architect
M. E. Emberson	Civic Trust; Chester St. Residents Assoc.
Grant Edge	Individual
Donald Evans	N.Z. Institute of Landscape Architects
Janet Evans	Resident, Armagh Street
Ron Fussell	W.A.P., Housing for Women Trust
Ross Gray	Civic Trust
Lois Griffiths	Civic Trust
Martin Griffiths	Individual
Jeremy Head	Individual
Lyn Heaton	Lucas Associates
Valerie Heinz	Individual
John Huggins	Civic Trust
Peggy Kelly	Victoria Neighbourhood; Civic Trust
Fleur King	Agenda 21
Kristin Leek	Individual
Di Lucas	M.O.A.
Martin Lukes	Lucas Associates
Ian McChesney	Agenda 21
D.C. McClean	C.R.C.; Community Energy Action
Liz Mcrostitie	Resident, Hereford Street
Juliet Nicholas	Hagley Community Board; Linwood Neigh. Com.
John Norton	A.L.P.A.
Mike Ogle	Resident, Purchas Street
Kathy Perreau	Resident, Allard Street
Kim Preston	ChCh. Environment Centre
Diana Proctor	M.O.A. resident
Paul Quinlan	M.O.A. Committee
Anna Reynolds	Lucas Associates
Eric Scott	Resident, Allard Street
Diana Shand	M.O.A. Committee
Lesley Shand	I.C.O.N. Committee
Jenny Smith	Forest and Bird
	Te Whare Roimata



Ines Stäger
 Rika Tagawa
 David Thornley
 Lee Trusttun
 Matthew Turnbull
 Peter Voice
 Nina Wilson
 Lesley Woudberg
 Edna Wyles
 Hugh Wyles

PARTICIPANTS - DAY 2

Jocelyn Beaven
 Heather Brown
 Simon Campbell
 Neil Carrie
 Janice Carter
 Dean Chrystal
 Ian Clark
 Anna Crichton
 Peter Dyhrberg
 Grant Edge
 Claire Findlay
 Ron Fussell
 Ken Gimblett
 Lois Griffiths
 Jeremy Head
 Lyn Heaton
 Maire Kipa
 Jonothan Kirkpatrick
 Di Lucas
 Ken McAnergney
 Barbara McDonnagh
 Jack McDonnagh
 Liz Mcrostie
 Janet Moss
 Juliet Nicholas
 John Norton
 Kathy Perreau
 Diana Proctor
 Eric Scott
 Diana Shand
 Lesley Shand
 Ines Stäger
 David Thornley
 Lee Trusttun
 Matthew Turnbull
 Jane Tyler-Gordon
 Tom Veitch
 Suzanne Weld

Lucas Associates
 Resident, Montreal Street
 I.C.O.N. / Civic Trust
 Individual
 Individual
 Resident, Inner city - east
 Resident, Kilmore Street
 Individual
 Individual
 City Mall Association; ICPT.

Sunday 29 October

Civic Trust
 Hagley-Ferrymead Community Board
 Housing Network
 Christchurch City Council
 Christchurch City Council
 Christchurch City Council
 Civic Trust, Chairman
 Christchurch City Councillor
 Civic Trust, Chester St. Residents Assoc.
 N.Z. Institute of Landscape Architects, Chair
 Civic Trust
 Civic Trust
 Christchurch City Council
 Individual
 Lucas Associates
 Individual
 Resident, Salisbury Street
 S. Michaels and All Angels
 Lucas Associates
 Individual
 Individual
 Individual
 Hagley Community Board; Linwood Neigh.Com.
 A.L.P.A.
 A.L.P.A.
 Resident, Purchas Street
 Environment Centre
 M.O.A. Committee
 M.O.A. Committee
 I.C.O.N.
 Forest and Bird
 Lucas Associates
 I.C.O.N.; Civic Trust
 Individual
 Individual
 Individual
 Individual
 C.C.C., Parks Unit



PARTICIPANTS - DAY 3

Bruce Arnold
 Daniela Bapozzi
 Tim Barnett
 Jocelyn Beaven
 Diana Bradley
 Heather Brown
 Simon Campbell
 Valerie Campbell
 Neil Carrie
 Dean Chrystal
 Peter Dyrberg
 M. E. Emberson
 Donald Evans
 Ron Fussell
 Sara Gerard
 Ken Gimblett
 Murray Griffin
 Peggy Kelly
 Kristin Leek
 Di Lucas
 Don Hamilton
 Jeremy Head
 Valerie Heinz
 Dave Hinman
 Rita Jenkins
 D.C. McClean
 Fiona MacMillan
 Janet Moss
 John Norton
 Diana Proctor
 Paul Quinlan
 Eric Scott
 Diana Shand
 Lesley Shand
 Neil Sparks
 Ines Stäger
 John Thacker
 Bernard Wilkins
 Pam Wilson

Monday 30 October

D.O.C. ChCh. Field Centre
 Individual, WEA
 Resident, Oxford Terrace
 Civic Trust
 Merivale Precinct Society
 Hagley-Ferrymead Community Board
 Housing Network
 Forest and Bird
 Christchurch City Council
 Christchurch City Council
 Civic Trust; Chester St. Residents Assoc.
 Individual
 Resident, Armagh Street
 Civic Trust
 NZ Institute of Landscape Architects member
 Christchurch City Council
 Sustainable Cities Trust
 Agenda 21
 M.O.A.
 Lucas Associates
 Resident, Cranmer Square
 Lucas Associates
 Civic Trust
 Historic Places Trust, C.C.C.
 Individual
 Resident, Hereford Street
 Individual
 A.L.P.A.
 Individual, Purchas Street
 M.O.A. Committee
 Lucas Associates
 M.O.A. Committee
 I.C.O.N.
 Forest and Bird
 Resident, M.O.A.
 Lucas Associates
 Individual
 Individual
 N.Z. Historic Places Trust

Total recorded was 58 for Day 1; 38 for Day 2; and, 39 for Day 3.

Apologies:

Jenny May
Colin Meurk
Aaron O'Brian
Chris O'Reilly,
Cr. Dennis O'Rourke
Bob Todd
Diana Proctor
Margaret Cottle

C.C.C.
Urban Landscape Group
Hagley Community Board
C.T.L.
C.C.C.
Hagley Community Board
M.O.A. (Day 3)
Resident (Days 2, 3)

In addition, another ten submitted written comments, mostly unsigned, but including considered ones from:

D. Bagozzi
V. Heinz
Chris O'Reilly (C.T.L.)
K.M. Wright

Postscript

For assisting in making a smooth process, thanks to Ken Gimblett of Policy and Planning C.C.C. and Chris Fourie, Landscape Architecture Student.