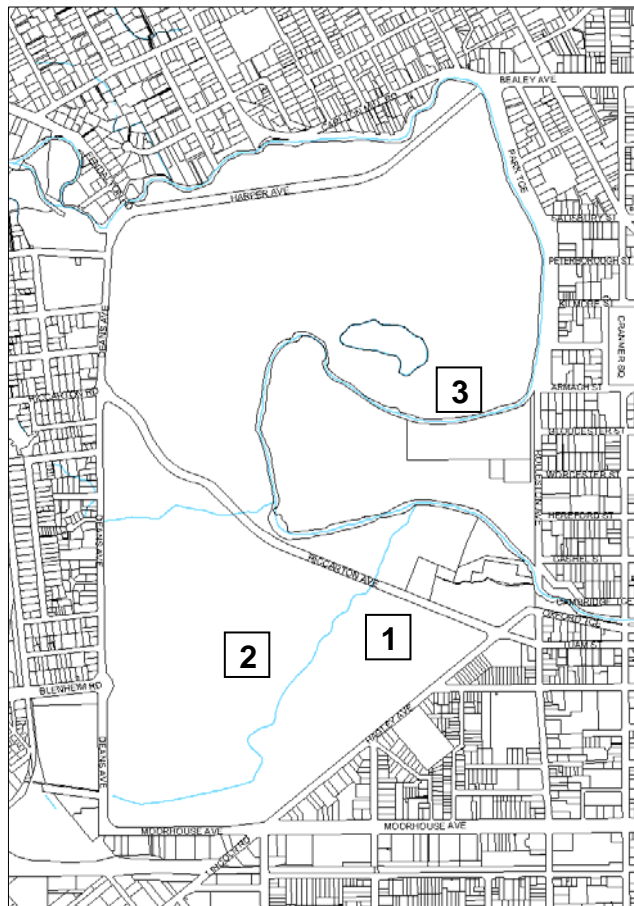


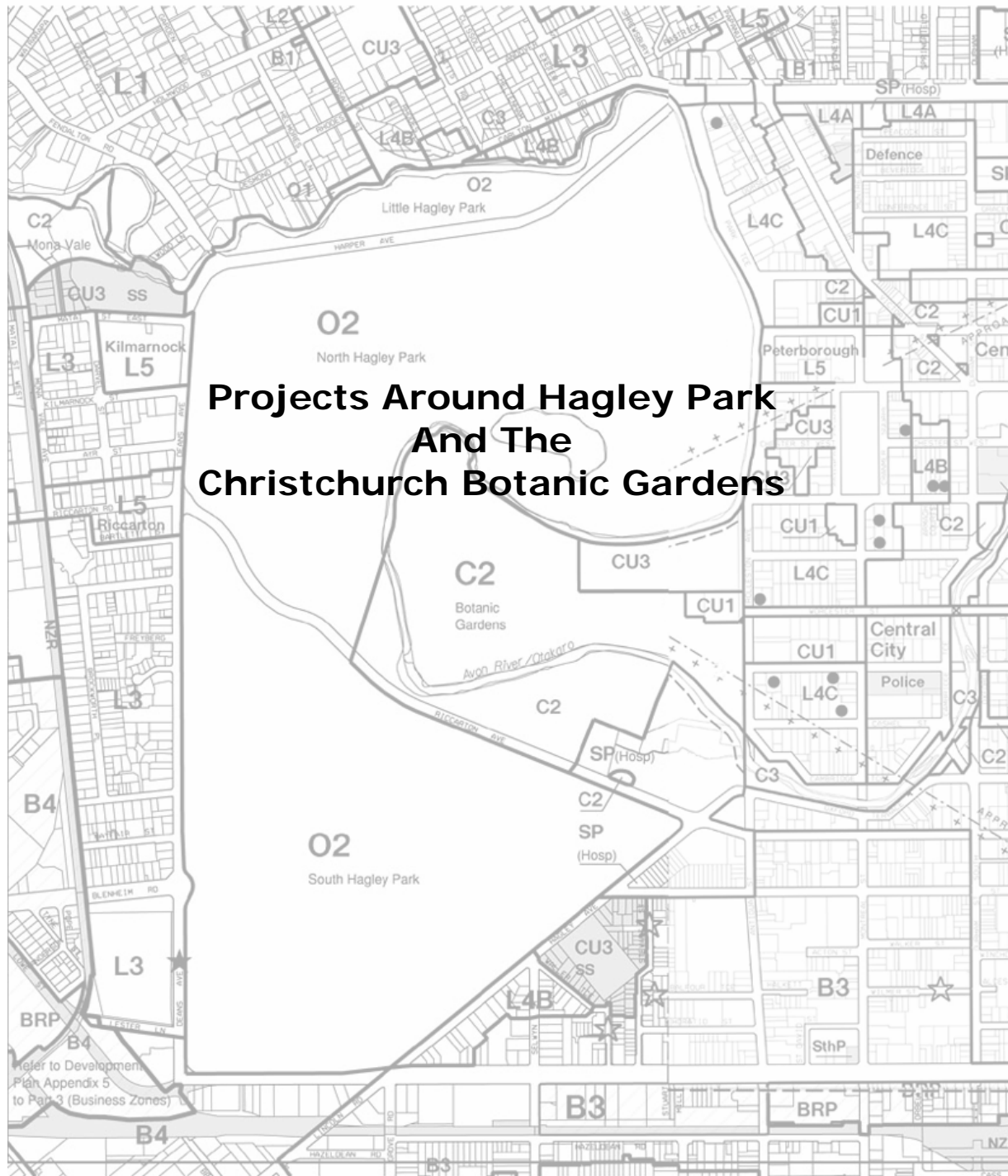
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<p>2006 Public Consultation</p>	<p>19 out of a total of 597 submitters responded on this project. Below average submitter response to this project (compared to that for the other master plan projects). Most of these, though, supported removal of buildings in the Park.</p> <p>More submitters (37 submitters, near the average number of submitters that responded to the master plan projects) responded generally on buildings in Hagley Park and the Botanic Gardens. Nearly all responses were in support of no more buildings, having the number of buildings kept to a minimum and removal of buildings no longer required.</p>
<p>Project Contact</p>	<p>City Environment Group.</p>

Plan 12: Park buildings proposed to be considered for removal

1. Women's Hockey Club Rooms
2. Hagley Oval storage building
3. Ex-Canterbury Rugby Football Union changing sheds





Projects Around Hagley Park And The Christchurch Botanic Gardens

<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <tr><td style="padding: 2px;">32</td></tr> <tr><td style="padding: 2px;">38 39A 39C</td></tr> <tr><td style="padding: 2px;">46</td></tr> </table>	32	38 39A 39C	46	<p style="text-align: center;"> City of Christchurch City Planning Maps</p> <p style="text-align: center;">Scale 1:15,000 Date 14/11/05</p> <p style="text-align: center;">0 100 200 300 400m</p>	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>Key</p> <ul style="list-style-type: none"> --- City Boundary — Zone Boundary - - - 160m Contour ▨ Designated Land □ Non-Operative Area Subject to Proposed Variations or Appeals </td> <td style="width: 50%; vertical-align: top;"> <p>CMA Coastal Marine Area</p> <p>M.H.W.S. Mean High Water Springs</p> <p>★ Major Road Works</p> <p>☆ Local Road to be Widened</p> </td> </tr> </table>	<p>Key</p> <ul style="list-style-type: none"> --- City Boundary — Zone Boundary - - - 160m Contour ▨ Designated Land □ Non-Operative Area Subject to Proposed Variations or Appeals 	<p>CMA Coastal Marine Area</p> <p>M.H.W.S. Mean High Water Springs</p> <p>★ Major Road Works</p> <p>☆ Local Road to be Widened</p>
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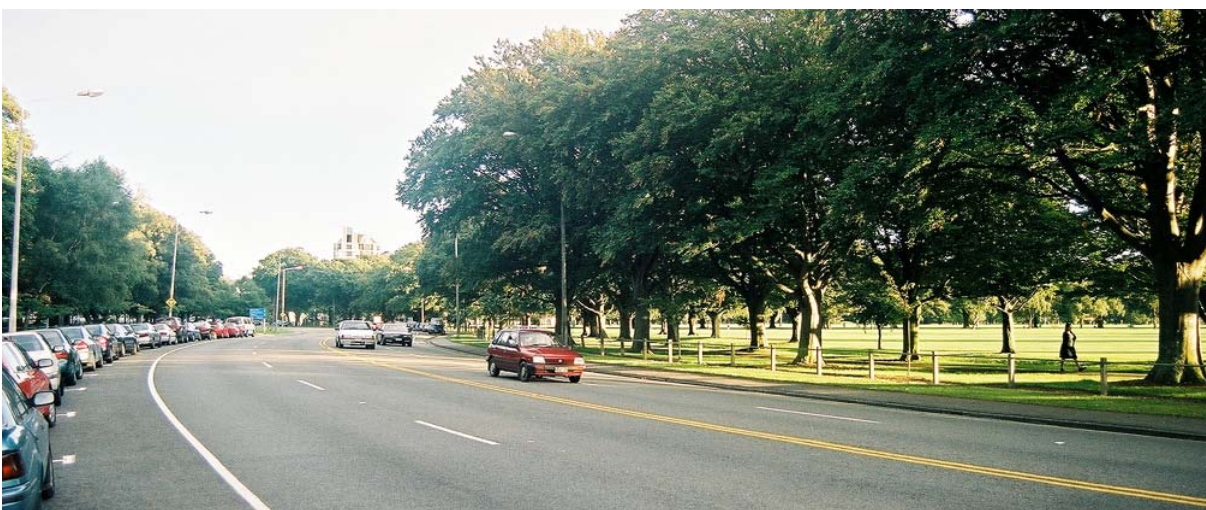
13 ... Riccarton Avenue enhancement

Location/Park Context	Riccarton Avenue running between North and South Hagley Parks.
Description/ Action Required	<p>There have been previous suggestions that the closure to, or restriction of, commuter traffic along Riccarton Avenue would dramatically solve the problem of Hagley Park being essentially two separate parks, provide safe passage for Park users between these two “halves” of the Park and help address “on-park” parking needs with more parking spaces provided on what is now the avenue. Existing commuter traffic would be directed to the other avenues around the Park. This is compatible with the focus in the Council’s Central City Strategy for the main arterial routes into and out of the central city on the northwest to southwest side to be Harper Avenue/Bealey Avenue/Park Terrace and Moorhouse Avenue/Hagley Avenue.</p> <p>Riccarton Avenue is well used for commuter traffic and there is a desire by those who use it to continue to do so, even though the other avenues around the Park are identified as the main transport routes. It is impractical to close Riccarton Avenue or to significantly restrict traffic flow along it but it may be feasible to slow or lessen traffic flow volumes, such as by (1) reducing the number of lanes to one each way and halving the road carriageway and (2) installing traffic slowing features.</p> <p>Obvious issues would be the reaction to this by motorists and whether or not the other avenues could take the extra traffic. Although Riccarton Avenue has been established as a legal road since the early days of Christchurch, the levels of vehicle traffic along it have increased significantly to a level where it can now be hazardous to cross it on foot or by cycle.</p> <p>As Riccarton Avenue is a legal road, it is unlikely that road closure could ever be an option, but there could be merit in slowing traffic to some extent. The elected Council requests further investigation, in the context of the City Transport Network, of options to slow traffic on Riccarton Avenue and for an urban design assessment of this road to be undertaken. An option supported by the Council is the development of a planted median strip to enhance the amenity of the avenue and improve the linkage between North and South Hagley Parks.</p>
Status	Detailed investigation required.
Timeframe	2008/09 for investigation.
Park and other Benefits	Slowing traffic on Riccarton Avenue would enable safer passage for pedestrians and cyclists across it, considerably improving overall Hagley Park accessibility.

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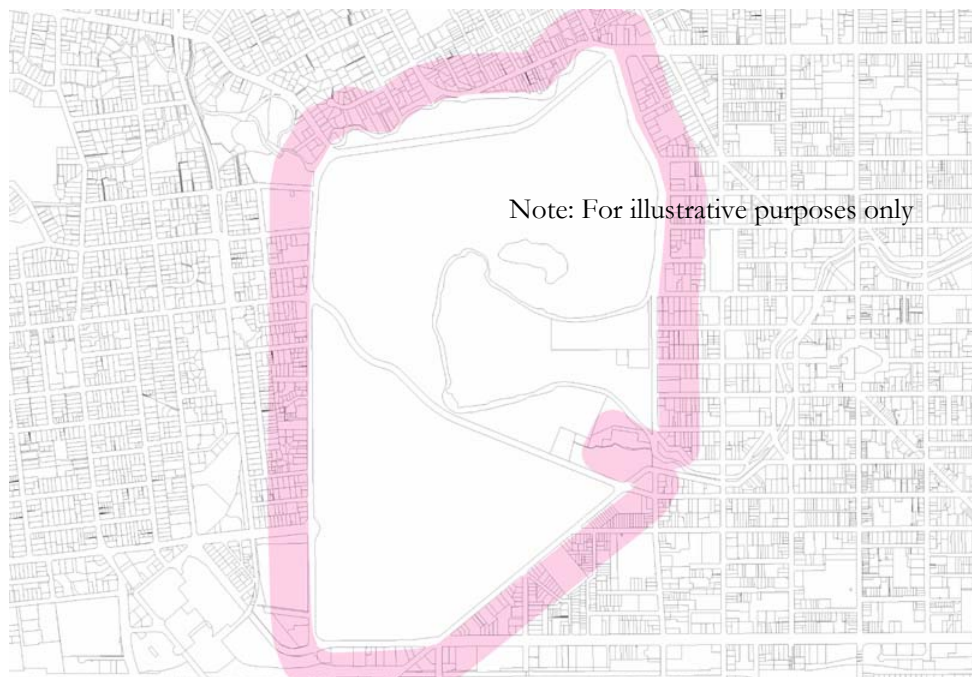
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<p>2006 Public Consultation</p>	<p>196 out of a total of 597 submitters responded on this project. This is one of three master plan projects that received more than 4.5 times the submitter response than the average for all the projects (the other two projects were the visitor/information centre proposal and the Hagley Oval fence proposal). Over half (57%) of these did not support the measures to develop Riccarton Avenue as a 'Park slow road'. This was also reflected in the 'quick responses' received (see Table 3, Page 131) - over three-quarters of all submitters made responses to those 'quick response' questions relating to Riccarton Avenue and, of these, the majority selected "no" to slowing or reducing vehicle traffic on the avenue.</p>
<p>Project Contact</p>	<p>City Environment Group.</p>



14 ... Landscape Conservation Zone

Location/Park Context	Around Hagley Park.
Description/ Action Required	<p>A planning objective identified in this plan (see tenth bullet point on Page 9) is to investigate the potential provision in the City of Christchurch City Plan of a special overlying landscape conservation zone around Hagley Park to protect the integrity of the visual landscape character of the Park. This proposed zoning, it is suggested, would:</p> <ul style="list-style-type: none"> • Identify particular issues in the zone area affecting the adjacent Park, such as the potential impact of new high rise developments. • Indicate the landscape protection objectives sought to be achieved – that is, how future development in the areas around the Park can be sympathetic to open space values, particularly those of the Park, but also to the landscape values where the development takes place. • Specify particular landscape conservation standards and rules to be met for development to be consented on in the proposed zone area. <p>The existing zones, and the standards and rules applicable to these, would still apply and underlie the proposed landscape conservation zone.</p>
Status	Concept.
Timeframe	Not established.
Park Benefits	Protects the landscape/visual values of Hagley Park from future obtrusive high rise developments and ensures developments in the areas around the Park are sympathetic to the existing landscape values of both the Park and the surrounding areas.
2006 Public Consultation	26 out of a total of 597 submitters responded on this project. This is a below average submitter response compared to that for the other master plan projects. All these submitters, though, supported this proposal.
Project Contact	City Environment Group; City Plan Team, Strategic Support Unit; Policy and Planning Team, Strategic Support Unit



15 ... Park Terrace Landscape Plan

Location	The Avon River/Park Terrace corridor, lying between North Hagley Park and Park Terrace and extending from the Armagh Street bridge to the Carlton Mill Road bridge.
Park Context	The Avon River true right bank, which comprises the eastern boundary of North Hagley Park. The rest of the corridor is the Avon River bed itself, administered by Environment Canterbury, and the grassed and treed verge adjoining Park Terrace, which is on legal road administered by the Christchurch City Council.
Description/ Action Required	<p>Park Terrace is a major road linking Christchurch's central city one way system and the historic Arts Precinct on either side of Rolleston Avenue. It is a gateway to central Christchurch from the north west. When leaving the city centre, the trees and lawns of Hagley Park, viewed through a framework of trees flanking the Avon River, form an expansive contrast to the built up character of the city streets.</p> <p>The road corridor has a grand scale and a distinctive character. This is a result of the width of the road, the bulk of the high rise apartments and detached houses on the eastern side, the sweeping lawns, the rippling river and the mature trees, especially the large weeping willows lining the river. It is one of the most readily identifiable and appealing landscapes within the central city.</p> <p>The impressive character of this area is being eroded by changes occurring on the western side of the roadway. A number of willow trees have been removed from the river bank over the last several years, due to storm damage, old age, and disease induced by the fungus <i>Armillaria</i>. Several of the remaining willows are ailing and further losses can be expected. This is creating significant gaps in the tree cover, some of which have been filled with other species in a haphazard manner.</p> <p>The proposal is to establish a programme that will reverse the decline in aforementioned values of the area, and protect and strengthen the existing character of the Avon River banks on the western side of Park Terrace. This requires a new landscape plan.</p> <p>Planning for the corridor is included in the plans for the wider Park/Gardens area.</p>
Status	Public consultation was undertaken over 2001 and into early 2002, including the receipt of submissions on a draft landscape plan. The plan was supported by the elected Christchurch City Council on 24 April 2002, subject to a resolution that there be no removal of plants or new planting with sixty metres of the Carlton Mill bridge until it is clear no redevelopment is going to proceed in this area. A programme for development has been on hold. It will be incorporated into the wider planning for the Park and the Gardens.
Timeframe	Commencement of a redevelopment programme from 2008.
Park Benefits	Enhancement of the Avon River bank boundary of North Hagley Park from the Armagh Street bridge to the Carlton Mill bridge. Conservation and enhancement of the views into North Hagley Park from Park Terrace. Landscape planning along this section of the Avon River corridor is integrated with the wider planning for Hagley Park and Botanic Gardens.

<p>2006 Public Consultation</p>	<p>39 out of a total of 597 submitters responded on this project. The submitter response for this project was equivalent to the average for all the master plan projects. Two-thirds of those who responded commented on the project without providing clear support or non-support. Just over a third indicated support.</p>
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<p>Project Contact</p>	<p>City Environment Group.</p>
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Plan 15

Bealey Avenue

North Hagley Park

Park Terrace

Legal boundary of Hagley Park (approximate)

Armagh St.

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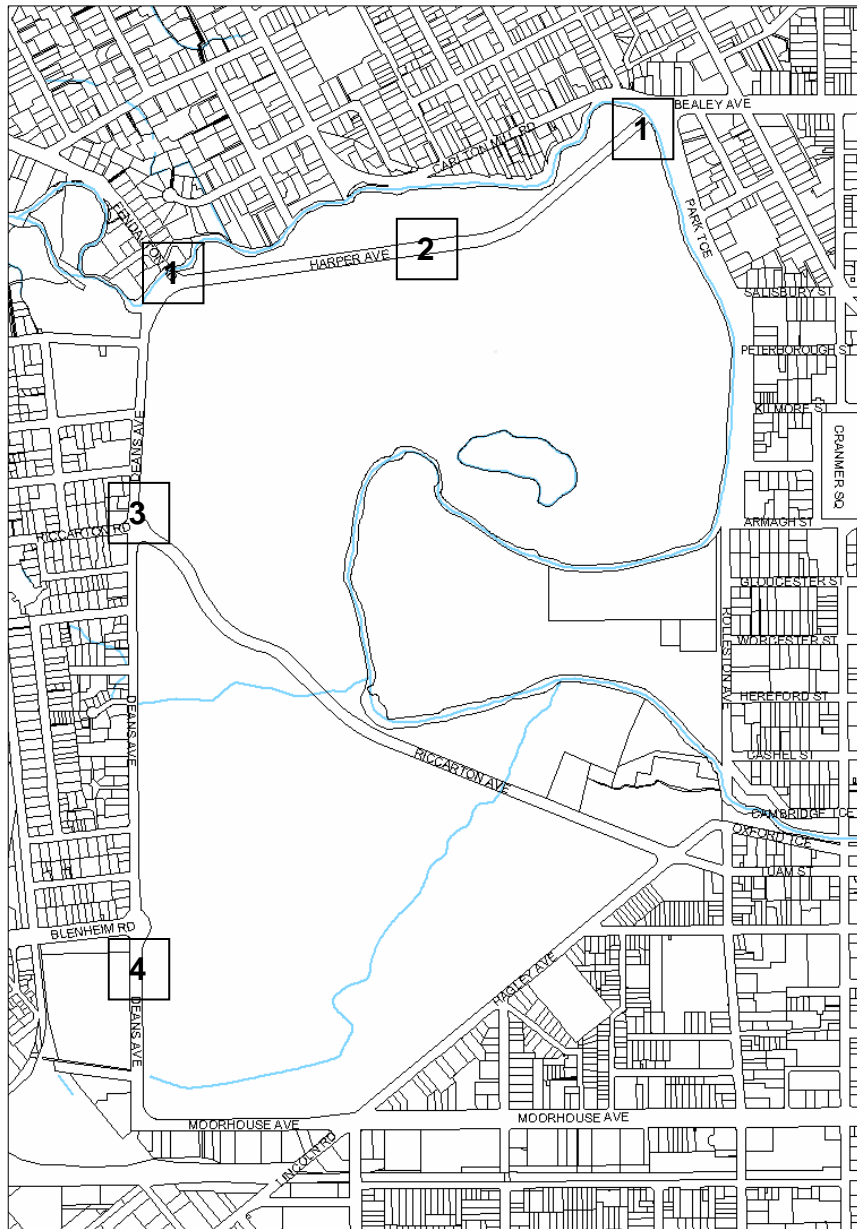
16 ... Road adjustments

Location	Road sites around Hagley Park.
Park Context	Potentially involving Hagley Park land adjacent to roads around the Park.
Description/ Action Required	<p>A seminar was held by the Council's City Streets Unit in November 2003 for the Sustainable Transport and Utilities Committee on potential roading projects surrounding Hagley Park. Four project options were posed:</p> <ol style="list-style-type: none"> 1. <u>Harper Avenue / Park Terrace intersection</u> – widen Carlton Mill bridge and develop a pedestrian underpass on the western side of the Avon River. 2. <u>Harper Avenue</u> – narrow carriageway from the south side. 3. <u>Deans Avenue / Riccarton Road / Riccarton Ave intersection</u> – install traffic signals to replace the roundabout and install a pedestrian/cyclist underpass. 4. <u>Deans Avenue (south)</u> – development of the Blenheim Road deviation, with removal of the Blenheim Road roundabout and bridge and the reconfiguration of Deans Avenue south of this. The deviation itself was opened to traffic on 2 April 2007⁹. <p>Options 1 - 3 involve a combined exchange of 1,333 square metres of existing Hagley Park land with 3,713 square metres of existing road, which means a net gain to the Park of 2,380 square metres. Disposal of any Park land will require the Minister of Conservation's consent <u>and</u> a change to the Christchurch City (Reserves) Empowering Act 1971.</p> <p>Current needs and requirements for road adjustments around Hagley Park will be reviewed.</p>
Status	Planning continuing.
Timeframe	Not known.
Benefits to Hagley Park	<p>An improved roading network around the Park, including better measures for safer and easier passage by cyclists and pedestrians, such as a signal controlled intersection and pedestrian/cyclist underpasses.</p> <p>Provision of car parking spaces on Deans Avenue (south) will go some way to addressing the significant parking problem for South Hagley Park.</p> <p>A net gain in Park area in any land exchange is good, but it is not certain if there really will be an overall benefit for the Park and its users due to the changes to the Park boundary, the relatively narrow areas involved and the cost/time/difficulty in implementing a disposal of any Park land.</p>
2006 Public Consultation	21 out of a total of 597 submitters responded on this project. This was a below average submitter response for the project compared to that for the other master plan projects. Half of these submitters supported road adjustments.
Project Contact	City Environment Group.

⁹ Following on from this, it is proposed to establish:

1. Car parking on the Hagley Park side of Deans Avenue between Blenheim Road and Moorhouse Avenue (it has been identified in the Hagley Park Management Plan 2007 that this area of legal road is an addition to the area that is held as Hagley Park and is to be used for Park purposes, including the parking of vehicles of Park users.
2. A pedestrian/cycle way from the Blenheim Road/Mandeville Street intersection to South Hagley Park.

Plan 16



1. Deans Avenue/Fendalton Road and Harper Avenue / Park Terrace intersections
2. Harper Avenue
3. Deans Avenue/Riccarton Road/Riccarton Avenue intersection
4. Deans Avenue (south)

17 ... Rolleston Avenue Enhancement

Location	Section of Rolleston Avenue between Gloucester Street and Hereford Street.
Gardens Context	Includes the northern half of the eastern road frontage of the Gardens.
Description/ Action Required	<p>Consider developing alternatives, other than by reducing traffic along Rolleston Avenue or removing/narrowing car parking.</p> <p>To enhance the pedestrian linkage between the Gardens/Museum and the Arts Centre/Worcester Boulevard, which are all part of the Cultural Precinct. The desired outcome is to provide better for the interaction of pedestrians and cyclists with a reduced vehicle traffic flow in this section. In short – to develop a place that is currently vehicle traffic focused to one that is attractive and safe, and where people can interact and be able to move more readily through.</p>
Status	Submission made by the Council's previous City Transport and Streets Unit.
Timeframe	None identified.
Gardens and Other Benefits	<p>Benefits that are seen as potentially accruing from such enhancement will affect the wider area, including the Gardens, Museum, Cultural Precinct and Christ's College. They include:</p> <ul style="list-style-type: none"> • Creation of a better linkage between the Gardens and the Cultural Precinct, and potentially open the Gardens up towards the Central City. • Improved safety for pedestrians, cyclists and others. • An opportunity to improve path alignment to reduce conflict between pedestrians and cyclists. • Shift tour coach parking, which detracts from the Museum frontage. • Improvement of the streetscape with the removal of old kerb and channels and provision of more green areas. • Potential improvements to the operation of the Gloucester/Rolleston intersection. • An opportunity to consider a living street/café/bar/market development, similar in style to Oxford Terrace and Worcester Boulevard? <p>Any enhancement should not affect public transport, including buses and the tram, and vehicular access to the Gardens and the Museum for the mobility impaired would continue.</p> <p>With the proposed redevelopments for the Museum and the approaching 150th anniversary for the Gardens, the concept for enhancement of part of the adjacent part of Rolleston Avenue is a potential opportunity to contribute significantly to raising the profile and quality of this key and highly valued part of the Central City.</p>

<p>2006 Public Consultation</p>	<p>90 out of a total of 597 submitters responded on this project. This was a strong submitter response (more than two times the average response of 41 submitters for all the master plan projects), with respect to the proposed enhancement of Rolleston Avenue. Of this response, there was a mixed reaction to the proposal in the written submissions, with a split in the level of support and non-support.</p> <p>Of the ‘quick responses’ to the three options posed in the consultation brochure (see Table 4, Page 131), there was prominent opposition to all by those who responded.</p>
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<p>Project Contact</p>	<p>City Environment Group.</p>
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Projects Affecting North Hagley Park

