Suburban Centres Programme

Ferry Road Master Plan

May 2014

A PLAN FOR REBUILD AND RECOVERY

Christchurch City Council

Community Board foreword

Because the Ferry Road / Main Road corridor stretches from the city to the sea this route services hillside, estuary and riverside suburbs; provides a vital transport route between the city and seaside suburbs; supports diverse commercial centres and communities and takes in the Ōpāwaho / Heathcote River, the sea and the Ihutai / Avon-Heathcote Estuary. It is an area of remarkable social and commercial history – yet it's an area that has had its vitality and growth affected by earthquakes.

When discussing the recovery and rebuild of the commercial centres along the Ferry Road / Main Road corridor, the Hagley / Ferrymead Community Board determined that the length of the corridor, despite its size, needed to be addressed as a whole. Board members firmly believe that decisions around the recovery and rebuild of one area have a direct impact on the next and that a unified and consistent approach to master planning will have long-term benefits for the corridor as a whole. However, to make the project manageable it has been divided into two stages, beginning with the area between Fitzgerald Avenue and Ferrymead Bridge covered by the Ferry Road Master Plan.

The development of this Master Plan has been a big task. Many issues and ideas needed to be identified, developed, analysed, tested and debated. Key to this work has been the contributions from local property and business owners, residents, stakeholders and community leaders.

The process of preparing this Master Plan has provided an important platform for people to identify issues, concerns and aspirations for their local centre, as well as presenting them with an opportunity to see the connections and possibilities along the corridor. As a result, exciting ideas and opportunities have emerged.

The Hagley/Ferrymead Community Board congratulates the community on its part in developing this Master Plan. We are sure its commitment and energy will continue to be the major contribution to a liveable, prosperous and vibrant future for this area.

Members of the Hagley/Ferrymead Community Board

Disclaimer: There is no binding commitment on the Christchurch City Council to proceed with any actions detailed in this document. The Council's spending priorities are reviewed frequently, including through the Council's Annual and Long Term Plan (LTP) processes. All decisions as to whether or not a Council-funded action will commence remain with the Council.

Table of contents

Glossary and abbreviations

See Appendix 1 for more information about these plans and organisations.

B1, B2, B4	Zoning of business land in the District Plan (i.e. B1 is zoned "Business 1")
CCRP	Christchurch Central Recovery Plan
CERA	Canterbury Earthquake Recovery Authority
CPTED	Crime Prevention through Environmental Design
CTSP	Christchurch Transport Strategic Plan
ECan	Environment Canterbury (Regional Council)
IMP	Iwi Management Plan
KAC	Key Activity Centre
LIUDD	Low Impact Urban Design and Development
LTP	Long Term Plan
LURP	Land Use Recovery Plan
mahinga kai	Traditional food gathering practices
NZTA	New Zealand Transport Agency
ODP	Outline Development Plan
RPS	Regional Policy Statement
SCIRT	Stronger Christchurch Infrastructure Rebuild Team
Streetscape	The visual and publicly accessible extent of a street environment
TC	Technical Category
TYP	Christchurch City Three Year Plan
UDS	Greater Christchurch Urban Development Strategy
Whanau Ora	An inclusive approach to providing services and opportunities to all families in need

Executive summary

Overview

The Ferry Road Master Plan has been developed to support the recovery of suburban centres along Ferry Road from Fitzgerald Avenue to the Ferrymead Bridge, and to improve the safety and amenity of the road corridor[1].

Ferry Road is an important arterial that connects the city to the sea and performs several key transportation functions for the whole city. It links the city's seaside suburbs and port with the Central City and provides services to a number of communities along its route. Its recovery is closely connected to the long-term prosperity of the city.

Ferry Road includes several commercial centres along its route. These include:

- several groups of shops servicing Phillipstown and Charleston ("Phillipstown / Charleston")
- Woolston Village ("Woolston")
- Ferrymead centre ("Ferrymead").

Figure 1 - An artist's concept of Woolston Village centre.

Vision

The vision for the corridor developed in consultation with the community is set out in Section 5 and focuses on three themes: reconnection, recovery and resilience. The main objective is to reconnect the commercial centres in terms of how they look, feel and function, how they are accessed and their relationships with the people who work and shop there.

While preserving the strategic transport function of the corridor, greater emphasis on place-making in each commercial centre will encourage social interactions, bring visitors from further afield, promote more spillover trade between businesses and help to build future economic resilience.

Public spaces will better reflect the history and natural environment of the centres. Higher quality walking and cycling environments will be developed and connections to key recreational routes will encourage new visitors to discover the commercial centres.

Goals and actions

The goals for achieving this vision are set out in Section 6. They respond to community aspirations for a corridor that:

- depends less on passing trade and offers unique destinations
- better reflects the history of the area and diversity of the local population
- attracts new investment, particularly niche and anchor businesses that bring visitors into the area
- encourages mixed-use developments around walkable centres
- provides a consistently high-quality, safe, walking and cycling environment along the length of the corridor
- continues to function efficiently as a key transport route
- integrates better with its natural environment and, in particular, connects with the river and estuary
- is greener and less dominated by carparking and utilitarian building designs
- links to key recreational activities
- brings people together.

[1] A master plan is also being prepared for Main Road that will identify opportunities to encourage connection, recovery and resilience along the corridor from the Ferrymead Bridge to Sumner. Combined with the Sumner Village Centre Master Plan, already adopted by Council, the three Master Plans will present a vision for recovery along the corridor from the city to the sea.

Executive summary

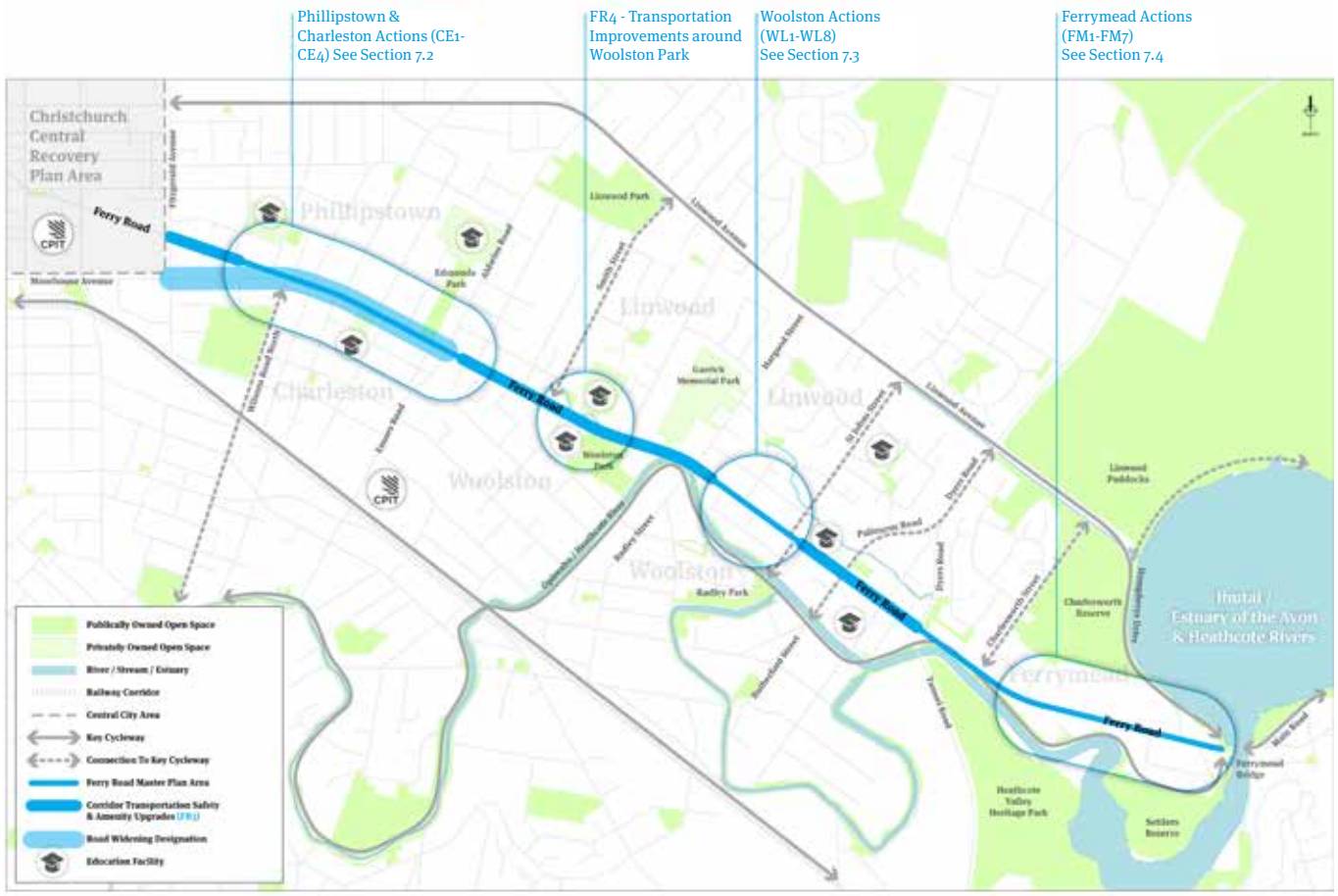


Figure 2 - Ferry Road Master Plan study area, centres and action overview.

Section 7 sets out a number of actions that have been identified for both the corridor and the centres in order to achieve these goals.

These include:

- **case management** for Ferry Road to provide a single point of contact in Council for developers, landowners and community members seeking advice on rebuilding, urban design, centre character, sustainability, safety and accessibility
- support for **local business communities and forums**
- coordination with the **District Plan Review** highlighting issues of concern to the corridor and commercial centres
- **design principles** for Woolston and Ferrymead developed in consultation with property and business owners to encourage distinctive and integrated developments in the centres
- **transportation safety and amenity upgrades,** including wider cycle lanes, enhanced pedestrian crossings and additional accommodation for public transport
- **landscaping improvements**, including finding opportunities in the public and private realm to retain or plant trees, and a progression of landscaping along the corridor that reflects the history of the area and the local ecology
- improved **links to open spaces**, including connections to key recreational cycleways and reserves and raising the profile of natural features such as the Ihutai / Avon-Heathcote Estuary and the Ōpāwaho/Heathcote River.

1.0 Introduction

1.1 Suburban Centres Programme

1.2 What is a master plan?

1.3 Why have a master plan for Ferry Road corridor?

1.4 Scope of this Master Plan

1.5 Tāngata whenua

1.0 Introduction

1.1 Suburban Centres Programme

The magnitude 6.3 earthquake that struck Christchurch on 22 February 2011 was the most destructive earthquake to strike a New Zealand city in 80 years. This earthquake, and the significant aftershocks that followed, had a devastating impact across the city's commercial centres, most notably the Central City, but also many smaller suburban centres.

These suburban centres are critical for the city's functioning. They support local communities by providing a place where people can meet and conveniently access goods and services.

In June 2011, Council recognised the need to prioritise and support earthquake recovery in these local areas by launching the Suburban Centres Programme[2] . The aim of this Programme is to support the recovery and rebuild of the worst-affected centres.

There are two streams of work:

- Master plans for the worst affected suburban centres
- A case management service provided to all earthquake-damaged centres. Case Managers liaise with planners, designers and other technical experts to provide support and advice to commercial property owners as they redevelop their sites.

Figure 3 - Centres selected for Suburban Centre Programme Master Plans.

[2] For more on the Suburban Centres Programme visit: www.ccc.govt.nz/suburbancentres

1.0 Introduction

1.2 What is a master plan?

A master plan is a document that sets out a community's vision for the future of an area. It provides direction to guide recovery for residents, business and property owners, community groups and other agencies such as the Council, SCIRT, CERA, Environment Canterbury and the NZTA.

A master plan can guide decision-making by identifying:

- the role played by a centre within the larger context of the city
- unique characteristics such as historic landmarks or natural features, and how these might be protected or enhanced
- the facilities, services and infrastructure required to sustain economic and social activity within a centre
- how the land, buildings and the spaces between them could be designed to promote convenient access, safety for all users and community resilience
- how each centre can become more resilient – socially, economically and physically.

Master plans developed under the Suburban Centres Programme are adopted as strategies under the Local Government Act, and are a material consideration for plan changes and applications for resource consent.

See Appendix One for more information on how the Ferry Road Master Plan sits within the larger policy framework.

1.3 Why have a master plan for the Ferry Road corridor?

Ferry Road has two important roles — as a strategic movement corridor that carries a significant amount of car, bus, freight, pedestrian and cycle movement; and as a corridor with a number of commercial centres offering services to the people who live, work and visit the area. Its recovery and viability are closely connected to the long-term prosperity of the city.

The following aims have guided the development of the Master Plan:

- support the revitalisation of local and neighbourhood centres affected by the earthquakes
- address, where possible, historic pre-earthquake planning issues
- identify and realise any opportunities to meet the needs of the local community in neighbourhood and local centres
- preserve the strategic function of Ferry Road as far as is appropriate
- support the delivery of objectives in other Council-led initiatives, adjacent to the area.

Figure 4 - Zoning at Phillipstown / Charleston.

1.0 Introduction

1.4 Scope of this Master Plan

The Ferry Road Master Plan looks at the corridor and centres along Ferry Road between Fitzgerald Avenue and Ferrymead Bridge. Together with the Main Road Master Plan (from Ferrymead Bridge to Marriner Street, Sumner) and the Sumner Village Centre Master Plan, it is intended to support recovery along the length of the corridor from city to sea.

In addition to the corridor itself, the Master Plan considers how Ferry Road and the centres along it integrate with nearby community facilities including schools and parks. The Master Plan also looks at ways to improve connections with key transport routes such as the proposed Christchurch Coastal Pathway and the proposed key cycleways along Linwood Avenue and the Ōpawaho / Heathcote River.

However, the primary focus for the Suburban Centres Programme master plans is the commercial centres, defined in the Operative City Plan as the Business 1 (Local Centre/District Centre Fringe) zone and the Business 2 (District Centre Core) zone.

These can be divided roughly into three areas of interest:

1. **Phillipstown / Charleston:** covering local commercial centres in B1 zones from Fitzgerald Avenue to Aldwins Road
2. **Woolston:** focusing on B1 and B2 zoned properties
3. **Ferrymead:** focusing on B2 zoned properties between Ferry Road and Charlesworth Reserve.

Along Ferry Road, several areas zoned Business 4 (Suburban Industrial) perform a similar function to the commercial centres. In these cases, the Ferry Road Master Plan has considered how these areas integrate with the centres and how connections can be improved.

Figure 5 - Zoning in Woolston commercial centre.

Figure 6 - Zoning in Ferrymead.

1.0 Introduction

Several issues and opportunities were raised in consultation that are beyond the scope of the Ferry Road Master Plan. Some of these will be addressed through other Council work programmes or could be more efficiently addressed at a city-wide level through the review of the District Plan currently underway.

Areas or issues considered beyond the scope of this Master Plan but potentially addressed through other plans, programmes or policies include:

Area / Issue	(Likely to be) addressed by
Parts of Ferry Road west of Fitzgerald Avenue	Central City Plan
Urban design and transport decisions in areas covered by roading designations	Projects giving effect to those designations
Rezoning (except recommendations around review of zoning through the integration with District Plan Review action (see s 7.1.2))	District Plan Review
Incentives for mixed-use development, sustainable building techniques, LIUDD, etc	District Plan Review
Improvements along the length of the Ōpāwaho / Heathcote River	Concepts and principles for the river have been developed through the Mid-Heathcote River/ Ōpāwaho Linear Park Master Plan (2009) and designs are likely to be developed for the Heathcote River Key Cycleway scheduled for 2015-2018
Location and prioritisation of community facilities rebuild	Facilities Rebuild Plan
Open space (or other) improvements that extend more than a few blocks away from the Ferry Road corridor (i.e. lateral connections to key cycleways)	Greenspace renewals or other programmes; connections from Ferry Road to the key cycleways will largely be addressed when the cycleways are implemented
Addressing sources of pollution and contamination of the river and estuary	Pollution and contamination are addressed primarily through discharge consents issued by the Regional Council (Environment Canterbury); some additional provisions can be considered through the District Plan Review
Policy on coastal retreat and natural hazards	District Plan Review
Mandatory requirements to address urban design concerns on private property	The Master Plan cannot impose statutory requirements to improve urban design outcomes. These would need to be addressed through the District Plan Review. The Master Plan does offer urban design guidance to act as a starting point for integrating developments in the centres.
Road and infrastructure repairs	SCIRT

See Section 3.6.3 and Appendix 1 for more explanation of these programmes and plans.

1.0 Introduction

1.5 *Tāngata whenua*

Tāngata whenua is the Māori name for 'people of the land'. Within the Ferry Road Master Plan area, tāngata whenua are Ngāi Tahu, through Ngāi Tūāhuriri. Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga also identify their Rūnanga as having an interest in the southern side of the Ōpāwaho / Heathcote River catchment and Te Ihutai (the Estuary).

The iwi of Ngāi Tahu comprises whānau who descend from both the northern ancestor Tahu and the peoples who were here before the Ngāi Tahu southward migration: Ngāti Mamoe and before them Waitaha.

Ngāi Tahu rangatira (leaders/chiefs) gained control of the land and resources from Ngāti Mamoe through acquisition and intermarriage to become the rangatira of the area and to hold manawhenua (tribal authority) over the lands, waters and other taonga.

Ngāi Tahu holds the ancestral and spiritual relationships within the area of this plan.

Figure 7 - Te Ihutai / Avon-Heathcote Estuary from Ferrymead.

2.0 Master Plan Process

2.1 Recovery framework

2.2 Master Plan development process

2.0 Master Plan process

2.1 *Recovery framework*

The framework for the development and implementation of the Ferry Road Master Plan follows five themes derived from the Integrated Recovery Planning Guide developed in June 2011 by the Canterbury District Health Board and Christchurch City Council.

The five themes are:

Economy and business

Movement

Natural environment

Community wellbeing, culture and heritage

Built environment

These five themes explore different components of great commercial centres and are broadly aligned with the Earthquake Recovery Strategy prepared by the Canterbury Earthquake Recovery Authority (CERA).

The recovery framework also aligns with the urban design concepts and principles documented in the Ministry for the Environment's New Zealand Urban Design Protocol (March 2005) and People + Places + Spaces: A design guide for urban New Zealand (March 2002).

See Appendix 4 for more explanation of the framework and five themes.

Figure 8 - Integrated Recovery Planning Guide.

Figure 9 - Components of recovery from CERA's Earthquake Recovery Strategy.

2.0 Master Plan process

2.2 *Master Plan development process*

A broad range of issues were considered through the development of this Master Plan. Preparation of the Plan involved workshops and discussions with the Mayor and Councillors, Community Board, landowners, business owners, the local community and other stakeholders. Appendices 5 and 6 detail the consultation undertaken and summarise the issues raised.

Stage 1 Project set up	Mid-2011 including assessment of earthquake impacts, project scoping and identification of stakeholders.
Stage 2 Community engagement & research	Late 2011 including focus group sessions with stakeholders and public drop-in sessions. These meetings provided an opportunity to identify key issues and discuss ideas for the recovery of the corridor.
Stage 3 Ideas testing	Early 2012 including a series of 'Inquiry by Design' workshops held with Council staff and key stakeholders. The purpose of these workshops was to identify the best ways of addressing the issues raised by the community.
Stage 4 Draft Plan preparation	A draft Master Plan ("the Draft Plan") was developed, reviewed and then sent to Council in November 2012 for approval to go out for public consultation.
Stage 5 Consultation	In January and February 2013, members of the public had the opportunity to make formal submissions on the Draft Plan. Public drop-in sessions were also held near each of the centres.
Stage 6 Follow-up investigations	The Ferry Road Corridor Study (a technical assessment of transport priorities) was completed in June 2013. Further urban design workshops were held in August.
Stage 7 Revisions to draft	Production of the final draft of the Master Plan began once consultation, the Ferry Road Corridor Study and the urban design workshops were complete.
Stage 8 Adoption by Council	The final Master Plan was adopted in principle by the Council in December 2013.
Stage 9 Further workshop & final design	A further workshop was held with Foodstuffs to address concerns. Amendments were made to the Woolston diagram and urban design principles. The final graphic design was applied to the plan.
ADOPTION IN FULL & PROJECT DELIVERY	Once adopted, the Master Plan provides a framework for the community and the Council to set goals and prioritise actions. Delivery of projects depends on funding and coordination with partners.

3.0 Context

3.1 Natural environment

3.2 Ngāi Tahu history

3.3 European history

3.4 Earthquake impacts

3.5 Current role of Ferry Road

3.6 Key considerations and constraints

3.0 Context

This chapter looks at the environmental and historic context of Ferry Road, the impacts of the earthquakes on the corridor and centres, the current role of Ferry Road and its centres, and the opportunities and constraints presented by other projects currently being developed in the area.

3.1 Natural environment

The Ferry Road corridor boasts a number of natural features including its close proximity to the Ihutai / Avon-Heathcote Estuary, the Ōpāwaho / Heathcote River and the Port Hills. These assets have important ecological, social and cultural value.

The Mid-Heathcote River / Ōpawaho Linear Park Masterplan (2008) details the ecological values and landscape character of the river. A 2007 cultural health assessment found the river to be in poor condition with no mahinga kai sites of suitable quality for use. Protecting and restoring areas of native vegetation to recreate habitats and reduce sediment and contaminants are some of the ways that Ngāi Tahu see the ecological health and mauri (life force) of the river being returned.

The Estuary Edge Master Plan, currently in development and likely to be released for consultation in 2014, will explore the ecological values of the Ihutai/Avon-Heathcote Estuary edge and strategies for improving biodiversity while enabling recreational enjoyment of the area.

Other natural environment considerations include:

- risk from natural hazards including coastal inundation, flooding and future earthquakes
- natural springs under some Heathcote Street properties
- the impact of strong easterly winds blowing in from the ocean

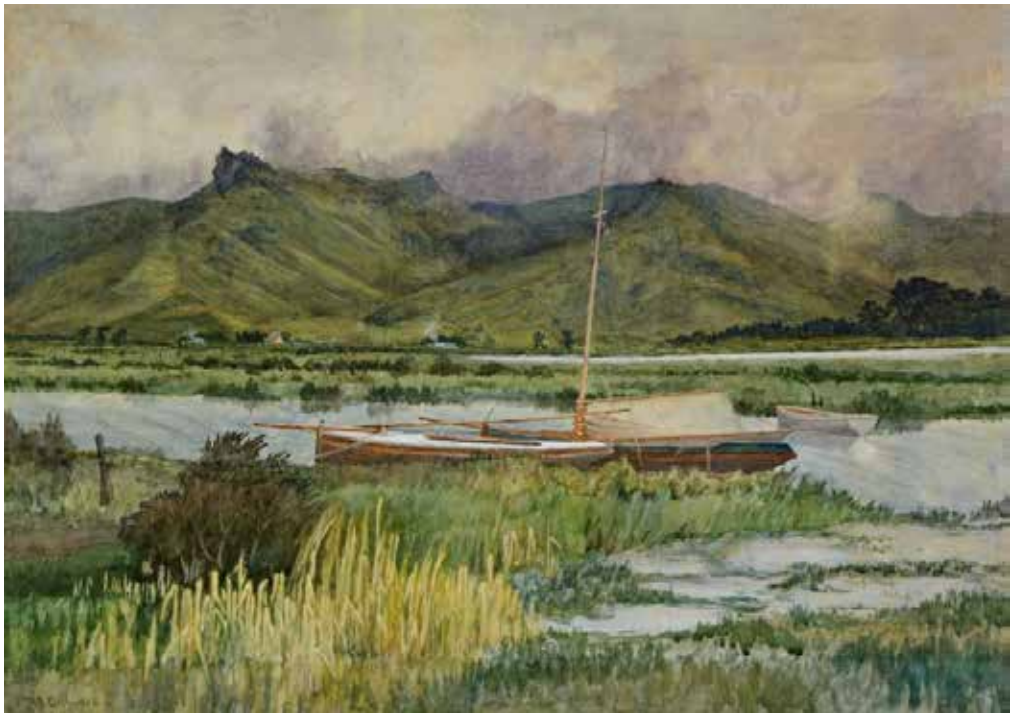


Figure 10 - Robert Askew Gill 'On the Heathcote River' [1904] Watercolour Collection of Christchurch Art Gallery Te Puna o Waiwhetu; Presented by Miss E E Gill, 1952.

3.0 Context

3.2 Ngāi Tahu history

Ngāi Tahu and their predecessors were the first people to visit the area now traversed by the Ferry Road corridor. Te Ngāi Tūāhuriri Rūnanga are manawhenua for the area covered by this Master Plan. Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga also claim interests in the southern side of the Ōpāwaho/Heathcote River catchment and Te Ihutai (the Estuary).

The area has a rich history and remains of vital importance to many Ngāi Tahu cultural values. Historically, the Ōpawaho/Heathcote River and adjoining Ihutai/Avon-Heathcote Estuary were significant travel routes through the area and highly valued for many Ngāi Tūāhuriri cultural practices including mahinga kai (food gathering).

Historically, Te Ihutai was an extensive and highly valued mahinga kai area, part of a large network of waterways and wetlands around Christchurch and extending to Tuahiwi in North Canterbury.

Figure 11 - Godwit feeding in Te Ihutai

The area was home to edible shellfish, birds and plants including oyster catchers, godwits, putangitangi (ducks), pukeko, weka, mussels, pipi, paua, kina, eels, kahikatea berries and raupo roots. Te Ihutai provided for generations and large numbers of Ngāi Tahu tīpuna.

A Māori reserve (Te Ihootai / Te Ihutai) was established on the western margin of the estuary to recognise and preserve the fishing rights of Ngāi Tahu in this area as the settlement of Christchurch diminished the availability of mahinga kai resources. In 1956, the Te Ihutai Reserve was taken under the Public Works Act. This saw, in addition to the discharges from the growing settlement of Christchurch to the Avon and Heathcote rivers, the establishment of sewage treatment works in this area and disposal of treated wastewater to the estuary, up until the construction of the sea outfall in 2010.

This history has resulted in a cultural alienation from areas of ancestral connection for some of the whanau and hapū of Ngāi Tahu. The discharge of human sewage into an area of traditional food gathering was deeply offensive to tāngata whenua and compounded their alienation from what was a significant mahinga kai resource.

The loss of this significant mahinga kai resource and the nature of the degradation of cultural values, remains a serious concern for tāngata whenua. Despite this degradation, tāngata whenua retain their cultural associations with the area and have aspirations to see its mauri (life force) restored.

3.0 Context

3.3 European history

3.3.1 Corridor and centres

Phillipstown was settled by migrants who arrived on the Sir George Seymour – one of the First Four Ships carrying the Canterbury Association's first settlers. Phillipstown later developed as a residential area.

In 1850, a route was surveyed by Edward Jollie. This route connected the new settlement of Christchurch with the Ihutai / Avon-Heathcote Estuary. The purpose of this route, which was to become Ferry Road, was to provide access to the Bridle Path and Lyttelton via Sumner and Evans Pass.

Figure 12 - Members of the B Squadron of the Canterbury Mounted Regiment cross Ferrymead Bridge [23 Sept. 1914] Photo courtesy of Canterbury Public Library.

A ferry service across the Ōpāwaho / Heathcote River mouth was introduced in 1851, giving Ferry Road and Ferrymead their present names. A bridge was constructed across the Ōpāwaho / Heathcote River shortly after. In 1863, New Zealand's first public railway line opened from Ferrymead to the Central City.

The Ōpāwaho / Heathcote River provided access for small ships carrying heavy goods to wharves near Woolston and along the river into Christchurch. Some traces of the Ferrymead wharf and railway embankment remain to the present day. The river also attracted industries, such as animal product manufacturers, that required a steady water supply for processing and waste disposal.

Until the 1870s, the Woolston area was known as Lower Heathcote. The area was renamed Woolston at the suggestion of local businessman Joseph Hopkins after his birthplace Woolston in Southampton, England.

Woolston's industries required a sizeable workforce, making the area one of Christchurch's earliest substantial suburban communities. To support the community, a range of retailers, services and institutions developed along Ferry Road, including schools, churches, lodges and a post office. Woolston became the centre of New Zealand's rubber processing industry during the early part of the 20th Century. The Para Rubber Company was established in Woolston followed by the Latex, Marathon and Empire factories.

As Christchurch grew to the east, the rural gap between Ferrymead, Woolston and the city gradually closed. This process was assisted by the extension of the tramway along Ferry Road to the Heathcote Bridge in 1882. The suburbs of Charleston and Phillipstown grew from the 1880s, eventually leading to the amalgamation of Woolston Borough with Christchurch City in 1921.

Ferrymead has developed rapidly over the last 30 years, having previously been primarily salt marsh and landfill.

3.0 Context

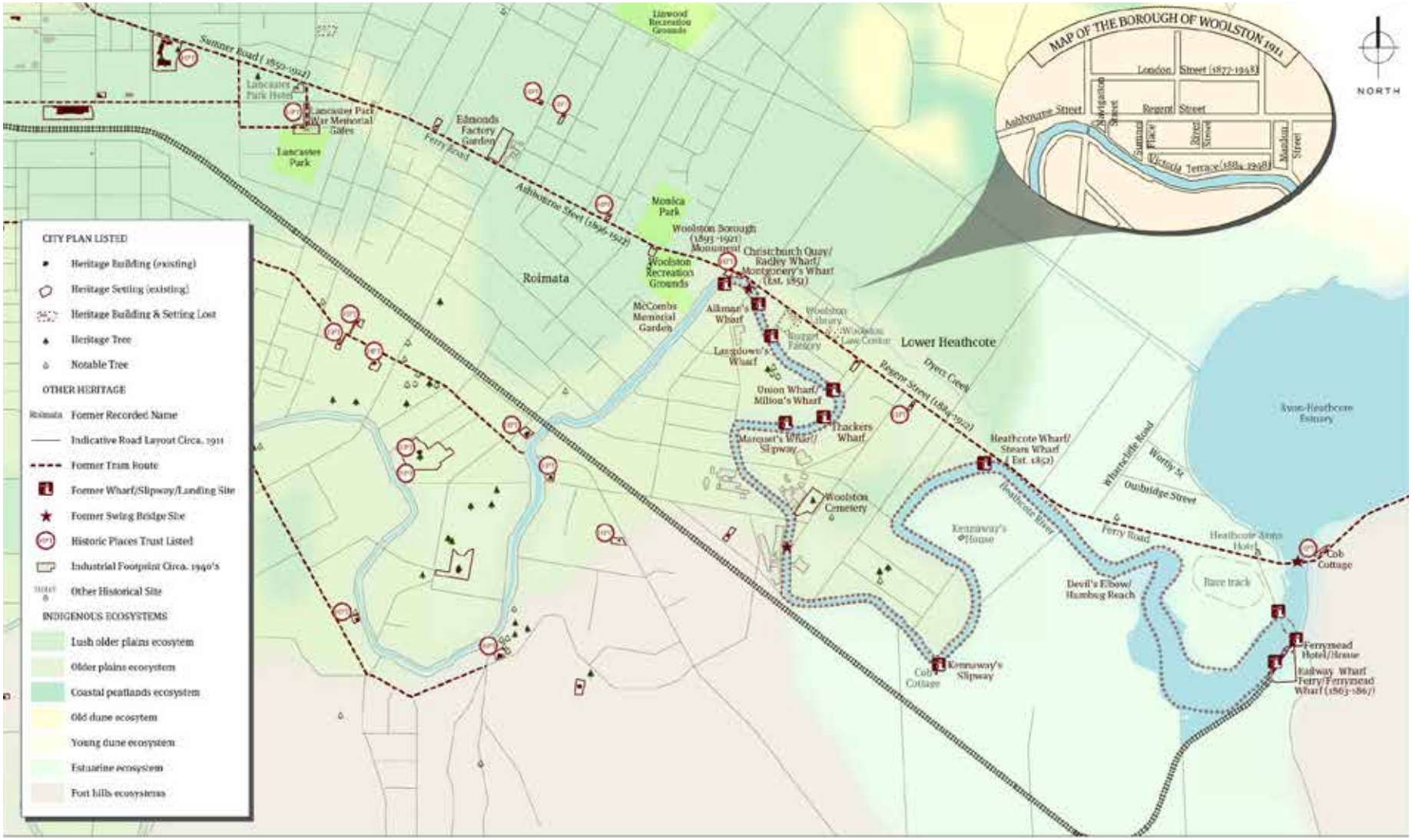


Figure 13 - Map of European heritage features and points of interest.

3.0 Context

3.3.2 Historic commercial and industrial built form

A number of historic buildings and structures reflect the development of industry and society along the Ferry Road corridor. Some of these, such as the Edmonds Factory, were lost many years ago; others were damaged or demolished following the earthquakes. A list of heritage and non-heritage earthquake-related building demolitions is provided in Appendix 8.

Although a number of historic buildings have been lost, new developments can still reference the historic significance of the area. For example, feedback identified that the local community value Woolston's "gritty" industrial heritage and would like to see references to this incorporated into the streetscape, public spaces and new developments.

Figure 15 - Edmonds Factory, W A Taylor Collection; Canterbury Museum photograph 1968.213.11.

Figure 16 - Woolston Emporium (ca.1885) Image courtesy of Christchurch City Libraries. File reference: CCL-PhotoCD12-IMG0061.

Figure 14 - Former Nugget Boot Polish Factory, 580 Ferry Road, Woolston, Christchurch NZHPT Reg 3090.

Figure 17 - Looking east from the Lancaster Hotel at 186 Ferry Road (ca.1925-1940).

3.0 Context

3.4 Earthquake impacts

3.4.1 Impacts on the natural environment

Widespread liquefaction was observed in many of the suburbs neighbouring the Ferry Road corridor. Lateral spread was also observed near the Ōpāwaho / Heathcote River (see Figure 18).

The level of the estuary bed has been affected as much as ±0.4 metres in places due to earthquake-induced movement. While Ferrymead has risen slightly, some parts of Phillipstown / Charleston are slightly lower, potentially increasing the likelihood and impacts of flooding.

The Council is currently reassessing pre-earthquake work that identified the areas most likely to experience inundation in Christchurch and revising Flood Management Areas and their associated requirements through the District Plan Review process.

Figure 18 - Cracking as a result of lateral spreading along the banks of the Heathcote River.

Figure 19 - Demolition of the former Nugget Boot Polish factory at 580 Ferry Road.

3.4.2 Impacts on land and buildings

The residential properties on either side of Ferry Road have been zoned by CERA as Green, with a mix of Technical Category 2 (TC2) and Technical Category 3 (TC3) land (see Appendix 10 for map).

While commercial and industrial land has not been assigned a Technical Category, similar challenges for new developments can be inferred to exist.

Requirements for special foundations or limits on materials used for the rebuild are likely to increase costs for developers and limit design options to some extent.

An estimated total of 53 commercial, community or industrial premises along the Ferry Road corridor have been demolished or partially demolished as a result of earthquake-related damage as at November 2013 (see Appendix 8 for maps of the locations of these premises in each of the centres).

Where these sites are isolated from one another, the potential to amalgamate activities such as off-street parking and open space can be limited.

Land damage around the Ihutai / Avon-Heathcote Estuary and Ōpāwaho / Heathcote River may result in further demolitions of commercial properties in both Woolston and Ferrymead.

3.0 Context

3.4.3 Impacts on population and community

Large-scale population movements occurred after the earthquakes across the city. The changing distribution of population as a result of the earthquakes is being monitored by both CERA and the Council.

Recent estimates show that along the Ferry Road corridor, through to Ferrymead, resident populations have generally held steady or increased slightly. By comparison, areas east of Ferrymead through to Sumner have experienced an average population decrease of just over 10 per cent. A 2011 study suggested a preference by residents to remain as close to the location of their original home as possible.

The loss of community facilities and meeting places along the Ferry Road corridor, including the Woolston Volunteer Library, has also affected local groups by removing a convenient and popular venue for activities. The rebuild of Council-owned facilities is currently being assessed under the Facilities Rebuild Plan.

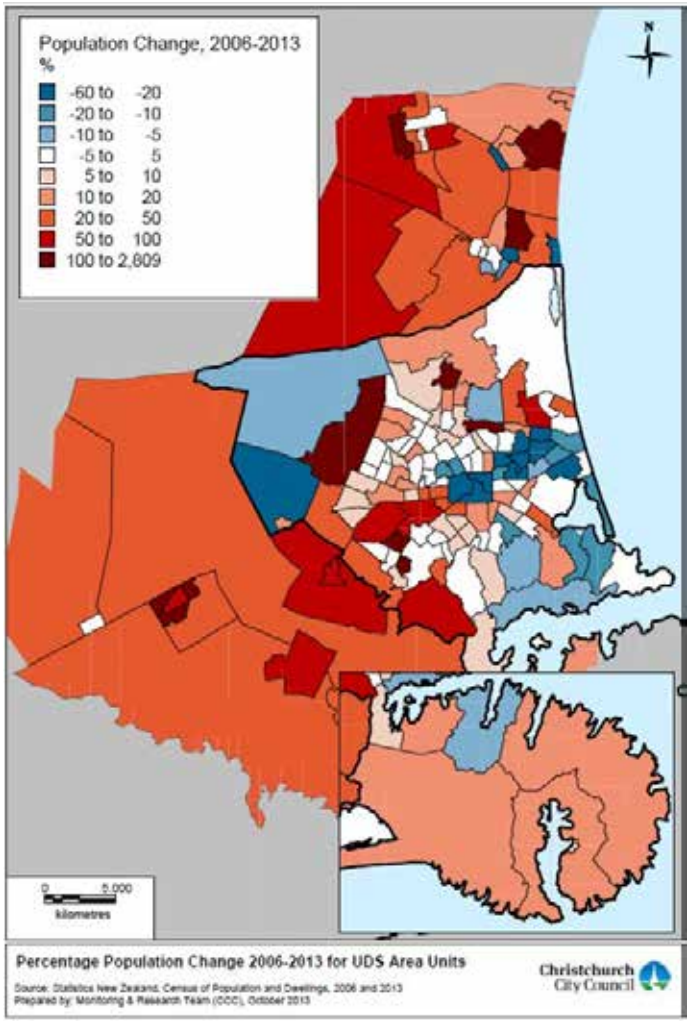


Figure 20 - Population change across Christchurch based on 2013 census

3.0 Context

3.4.4 Impacts on roads and underground infrastructure

Damaged roads, carparks rutted with potholes, dust and ongoing road repair programmes have affected how people move around the area. Emergency repairs to Ferry Road began around June 2011 and are ongoing. SCIRT is managing infrastructure repairs for earthquake-damaged assets.

SCIRT's current work programme can be found at: http://strongerchristchurch.govt.nz

Figure 21 - Ferrymead Bridge repairs, October 2013.

3.4.5 Impacts on business and the economy

Damage to buildings and roads and population displacement have meant that some businesses have needed to relocate. A drop in passing trade has affected businesses along Ferry Road particularly around the loss of the supermarket at Ferrymead. Feedback from one Woolston business owner suggests their turnover has dropped by 40 per cent and that turnover has dropped in general by 20 per cent for other businesses.

Long-term population trends are difficult to predict, but are important for the economic vitality of local businesses. It is too early to tell what the longer-term impacts of the earthquake will be on settlement patterns in this area.

In Woolston, a 2012 economic assessment suggested that supermarket activity is being artificially boosted by the decentralisation of commercial activity from the Central City and the temporary closure of the supermarket in Ferrymead. Redevelopment and expansion of commercial areas in the centres along Ferry Road would need to consider what level of growth is sustainable in the context of the city-wide rebuild.

3.0 Context

3.5 *Current role of Ferry Road*

The current role of Ferry Road is complex. It serves a dual role as a corridor for movement from the city to the sea, and a route that connects commercial shopping centres that service the needs of the people who live, work and visit the area.

Some of Ferry Road's transport functions include:

- **a strategic route (district and minor arterial)** for vehicle movement
- connections to **key cycle and walking corridors** for both commuters and recreational cyclists
- a **core public transport route** linking the city to the seaside suburbs. A number of bus routes currently use or cross sections of Ferry Road
- a corridor for **over-dimension vehicles.** 'Over-dimension' vehicles occasionally transport large loads, such as houses, that cannot be accommodated on other roads. To provide for this use, a 10.2metre wide corridor free of obstructions needs to be provided (see Figure 22)
- a connection for **freight vehicles** carrying dangerous goods to the Port of Lyttelton and servicing the centres

A number of people work in the Ferry Road area, employed in the retail and commercial services along the route or in one of the light industrial areas that continue to operate around Woolston and Ferrymead.

Ferry Road also serves a number of community functions including:

- access to goods and services in the **three centres** along its route
- **schools**[3] (Phillipstown School, Linwood College, Woolston School, St. Annes School, Bamford School, etc.)
- **community facilities** (Phillipstown Community Centre, Woolston Community Centre, the Woolston Club, etc.)
- **religious communities** (St Johns, St Annes, Te Hui Amorangi O Te Waipounamu, etc.)

[3] The location and function of public schools along the corridor are currently being reviewed by the Ministry of Education. Final decisions regarding Phillipstown School and Linwood College were not available at the time of publication of this Master Plan.

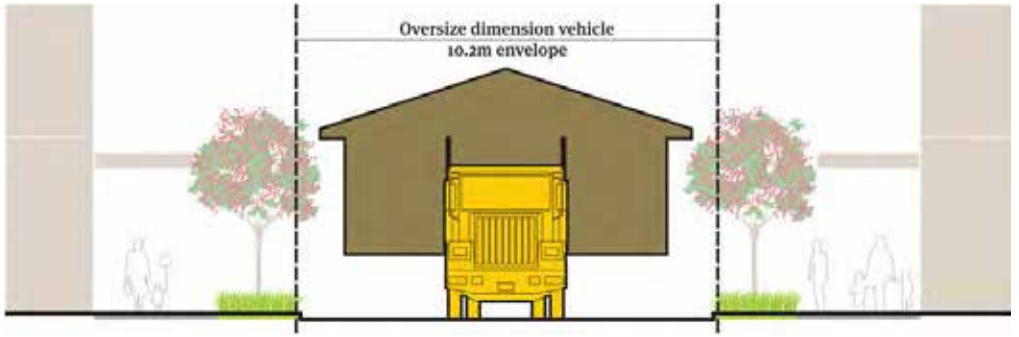


Figure 22 - Vehicle envelope to be kept clear to accommodate the over-dimension route.

Figure 23 - Phillipstown Community Day, Phillipstown School, October 2013.

3.0 Context

3.6 Key considerations and constraints

The following considerations and constraints helped to inform the vision, goals and actions for the Master Plan. They include consideration of the communities living around the corridor, Ngāi Tahu cultural values and a number of other Council and non-Council work programmes currently or soon to be underway.

Additional issues raised in consultation and through the development of the Master Plan are detailed in Appendix 6. More detail on some of these considerations and constraints and additional plans, policies and work programmes relevant to the Master Plan can be found in Appendix 1.

3.6.1 Demographics[4]

Phillipstown / Charleston includes some of the most ethnically diverse areas of Christchurch with Māori, Pacific Island and Asian communities significantly represented.

The population is also younger than average with a large number of families with young children. There have historically been higher levels of social deprivation (see Figure 24) and lower levels of car ownership. Cycling, walking and public transport use are significantly above average.

Woolston also has a diverse population with a larger than average number of people in their 20s and families with small children. Several developments of elderly persons housing near the village centre have also emerged.

Ferrymead is primarily a retail/commercial and light industrial area. The Business 2 (B2) zoned area was envisaged in the City Plan as a mixed-use centre incorporating additional residential developments. There are currently some live-work units in the area, but the majority of the residential catchment for Ferrymead lives in the suburbs on the other side of Ferrymead Bridge.

[4] Demographic information taken from the 2006 Census. Breakdowns from the 2013 Census were not available at time of publication of this Master Plan.

Figure 24 - Ferry Road Master Plan area mapped against the New Zealand Deprivation Index 2006.

3.0 Context

3.6.2 Cultural values

Ngāi Tahu values are strongly embedded in natural environmental values, spiritual values, whakapapa (genealogical relationships) and historical associations within the Ferry Road area including Ōpawaho / Heathcote River and Ihutai / Avon-Heathcote Estuary.

The Ngāi Tahu Subdivision and Development Guidelines in the Mahaanui Iwi Management Plan 2013 document how Ngāi Tahu cultural values can be reflected in urban design and planning. These guidelines, attached to Appendix 3 of this Master Plan can assist developers and the Council with the projects outlined in the Master Plan.

3.6.3 Relevant plans and work programmes

This Master Plan supports the delivery of objectives in existing and proposed strategic policy documents and other work programmes where possible. Additional policy documents and work programmes are discussed in more detail in Appendix 1.

The policies, plans and work programmes that have most directly informed Master Plan issues and actions include:

Figure 25 - Christchurch District Plan Review.

Christchurch District Plan Review

District plans set out the rules governing the use of land including, but not restricted to, residential and business zoning, transport, natural hazards, future development areas and heritage.

In April 2013 the Council resolved to proceed with a full review of its District Plan to address immediate and long-term planning needs. As part of the review, the Council will focus on streamlining the plan, simplifying its provisions and making it easier to use.

Work is currently underway drafting the initial set of chapters addressing the most urgent issues. These are likely to go out for public consultation in 2014.

Proposed Plan Change 56 (PC56)

Before the District Plan Review was announced, the Council was consulting on a plan change concerning urban design and amenity in the Business 1 and 2 zones. PC56 sought to address concerns about urban design quality in the suburban centres by requiring, among other provisions, that new developments in the B1 and B2 zones be built with additional street frontage.

The provisions of proposed PC56 are now being considered through the District Plan Review. Urban design principles developed for this Master Plan have considered the need to avoid duplication with District Plan Review and the provisions proposed by PC56.

3.0 Context

Stronger Christchurch Infrastructure Rebuild Team (SCIRT)

SCIRT has initiated a large scale work programme for repairing and rebuilding infrastructure damaged by the earthquake, including roads and Council-owned assets. This includes:

- repairs to Ferrymead Bridge
- repairs between Dyers Road and Humphreys Drive that will deliver the road design recommended by the Ferry Road Corridor Study.

Moorhouse Avenue to Aldwins Road four-laning designation

A road-widening designation has been in place for Ferry Road, from Moorhouse Avenue to Aldwins Road since the 1960s (see Figure 26). When implemented, the road-widening project will involve a separate scheme design process, consultation process and land negotiations. The design of the scheme will also consider improvements to pedestrian crossings, cycle facilities and intersections.

The Ferry Road Master Plan cannot pre-empt this process and so the level of detail that can be shown for areas covered by the four-laning designation is restricted.

Outline Development Plan for the Ferrymead commercial centre

The District Plan also contains an Outline Development Plan (see Appendix 2) recently developed for Ferrymead, that directs the scale and location of future development within the B2 zone. Urban design principles and actions for Ferrymead in the Ferry Road Master Plan are consistent with and intended to be complementary to the ODP. Where there is any inconsistency, the provisions in the District Plan and ODP take precedence over this Master Plan.

Figure 26 - Road-widening designation from the District Plan affecting centres at Phillipstown / Charleston.

3.0 Context

Ferry Road Corridor Study

A detailed corridor study for Ferry Road was undertaken to inform the development of the Ferry Road Master Plan and discussions around the key cycleways. The purpose of the study was to determine transport priorities for the road corridor. See Appendix 7 for a full list of Corridor Study recommendations relevant to the Master Plan.

Key recommendations are:

- locate the City to Sea key cycleway on Linwood Avenue rather than Ferry Road. Retain cycle facilities on Ferry Road for commuter cyclists
- widen cycle lanes to comply with the Cycle Design Guidelines
- source alternative off-street carparking in Woolston
- provide additional on-street parking around Woolston Park
- implement public transport priority measures at key intersections
- provide a wider median to support informal pedestrian crossing
- maintain the over-dimension route classification

Christchurch Transport Strategic Plan / Key Cycleways

The Christchurch Transport Strategic Plan (CTSP) proposes a key cycleway to connect Sumner to the city (see Figure 27). This cycleway is currently proposed to follow Linwood Avenue after Ferrymead Bridge.

Another key cycleway and heritage trail is proposed along the Ōpāwaho / Heathcote River to provide a high quality primarily off-road cycle route between Ferrymead and Princess Margaret Hospital. The Christchurch City Three Year Plan sets aside $3 million for this project and it is expected to be implemented between 2015-2018.

The Coastal Pathway between Ferrymead Bridge and Sumner

The Council has endorsed a Concept Plan for a Coastal Pathway between Ferrymead and Sumner, and has committed $9.9 million over the next three years to partially fund the project. Some of the elements of the pathway will be delivered through existing SCIRT projects within the next five years

Estuary Edge Master Plan

A master plan for the Estuary Edge to address public access and recreational demands and the protection and enhancement of biodiversity along adjacent areas went out for consultation in early-2011, but progress was put on hold due to the earthquakes. A revised draft version of this plan is expected to be released for consultation in 2014.

Other plans and policies

The Master Plan needs to be consistent with the Central City Recovery Plan (CCRP), the Land Use Recovery Plan (LURP) and the District Plan (see Appendix 1). These plans include policies regarding the distribution of commercial activity and expansion of suburban centres with an aim to promote a concentration of business activity in the Central City and Key Activity Centres (KACs). The nearest KAC to Ferry Road is Linwood/Eastgate.

3.0 Context

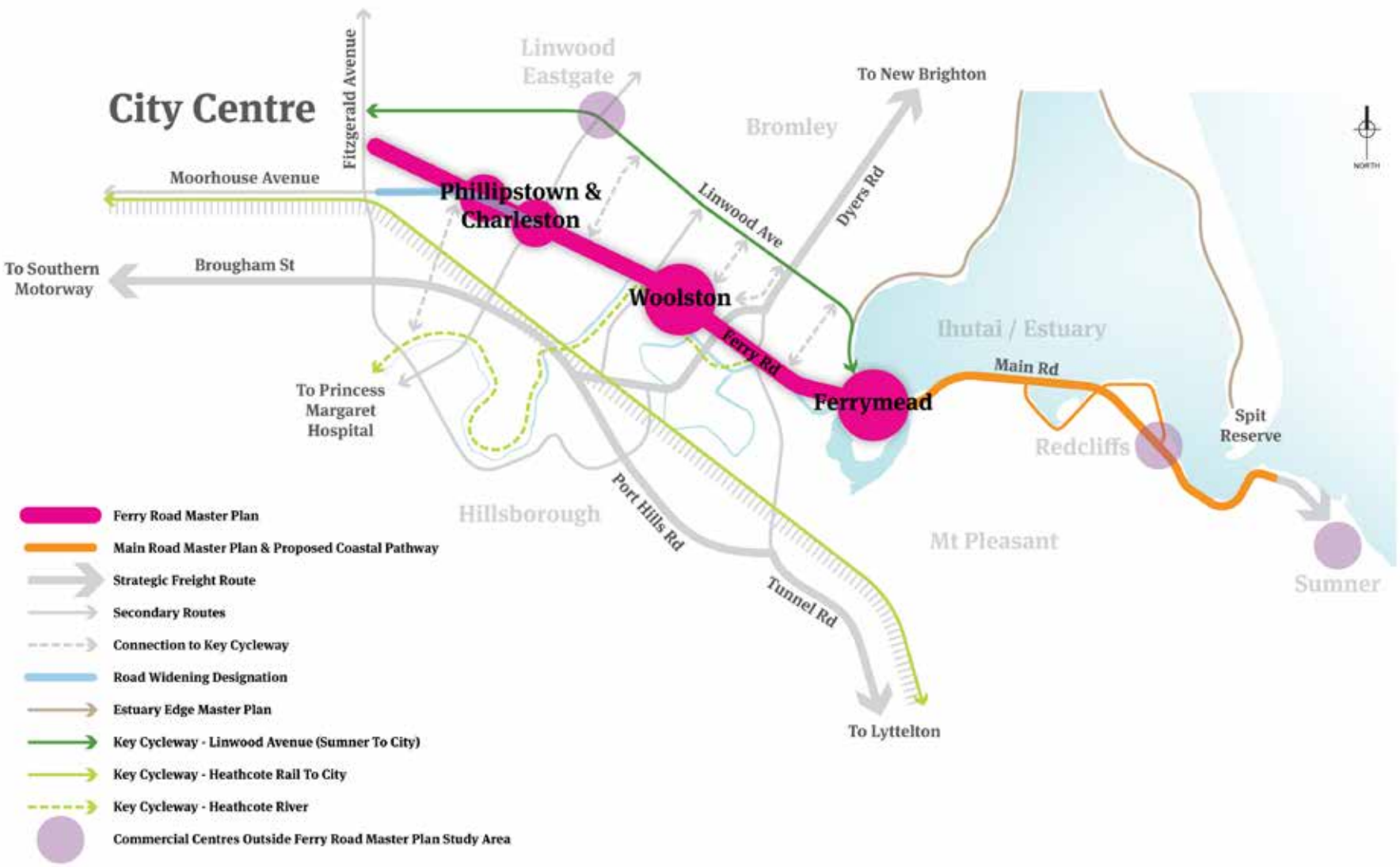


Figure 27 - Context for Ferry Road Master Plan showing relevant Council plans and work programmes.

3.0 Context

3.6.4 *Private development initiatives*

A number of new developments or redevelopments along the corridor are currently progressing, particularly in Woolston and Ferrymead. These developments have the potential to increase footfall and employment in the centres and contribute significantly to their recovery.

Opportunities exist within some of these sites to improve connections for pedestrians and integrate carparking and open space with adjacent developments or recreational areas.

Some key private developments include:

- **Phillipstown / Charleston**
  - development of a Māori cultural centre at 290 Ferry Road

- **Woolston**
  - the former Nugget Factory site (580, 592, 596 Ferry Road)
  - potential expansion of the New World supermarket
  - Salvation Army store (636 Ferry Road)

- **Ferrymead**
  - 950 Ferry Road
  - 987 Ferry Road
  - rebuild of the Countdown supermarket (999 Ferry Road)
  - 1027 Ferry Road (Casual & Country)
  - 1099 Ferry Road (former Water's Edge tower site)
  - 1105 Ferry Road (ex-Mobil petrol station site)

3.6.5 *Information constraints*

There are additional pieces of information that will need consideration as they become available including:

- outcomes of the District Plan Review process
- detailed census information
- decisions on potential school amalgamations
- facilities rebuild decisions

Other information is subject to change, including:

- medium and long-term population movement
- ongoing demolition of commercial buildings along Ferry Road
- applications for and decisions on consents
- bus route changes
- rate of Central City recovery
- natural hazard risks and impacts

In response to this level of uncertainty, where possible, actions in the Master Plan have focused on building resilience in the business community, supporting their capacity to adapt to changing conditions both now and in the future.

4.0 Consultation and engagement outcomes

4.0 Consultation and engagement outcomes

Clear themes emerged from consultation on the Draft Master Plan and these have formed the basis for revisions to the final Plan. See Appendices 5 and 6 for a more detailed summary of consultation undertaken on the Master Plan and the key issues raised. Key themes from consultation and the Master Plan actions that developed from them are shown in Figure 28.

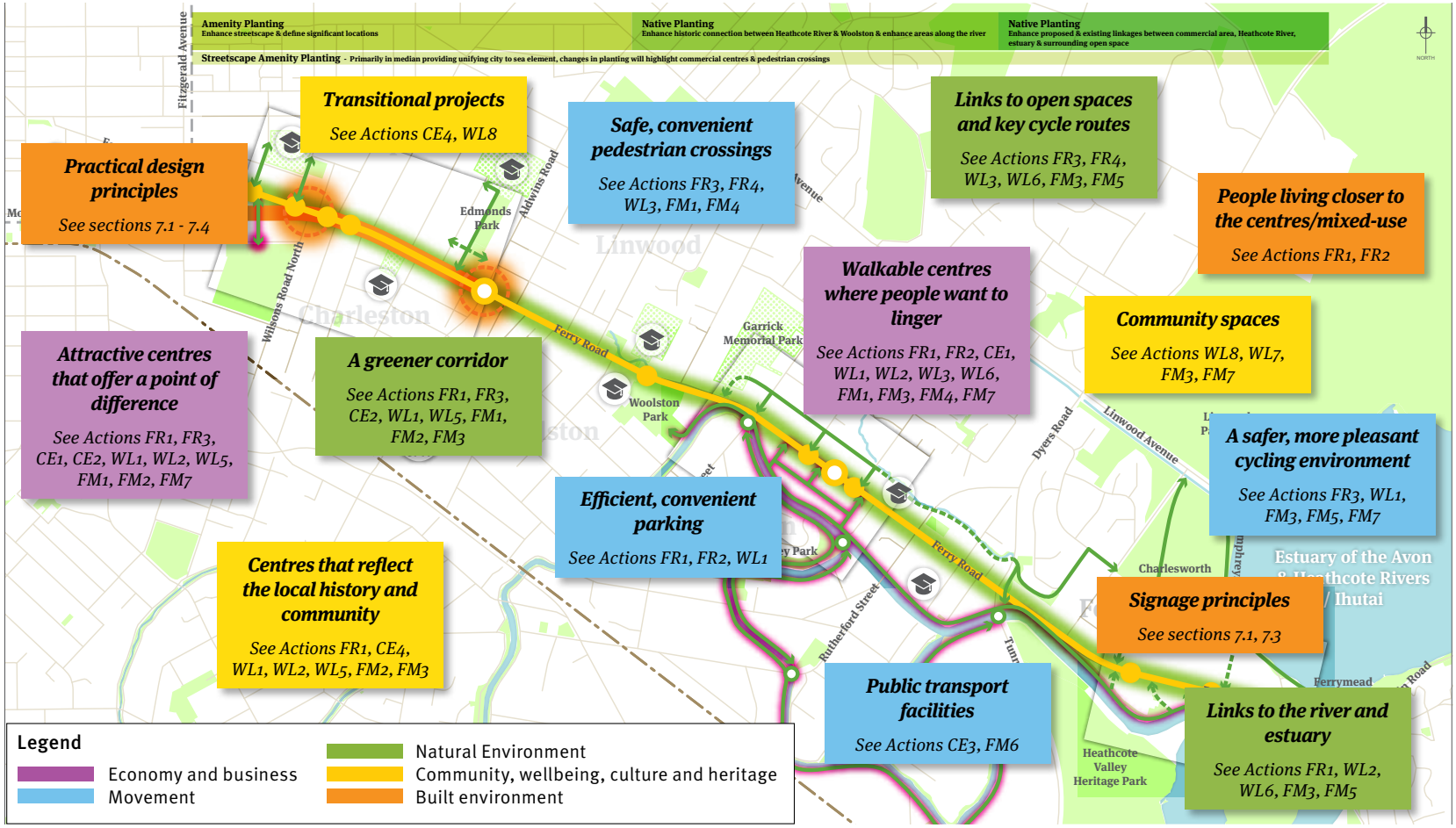


Figure 28 - Key themes from Master Plan consultation and associated Master Plan actions.

5.0 Vision

5.0 Vision

Based on feedback from the community and relevant technical considerations (see Appendices 5 and 6), the following vision has been developed to reflect aspirations for Ferry Road – how it should look and function over the next 10-15 years:

Ferry Road recovers from earthquake-related impacts to become a safe and pleasant movement corridor, reconnecting the city with the sea and linking resilient, vibrant commercial centres.

The road remains an important strategic route, supporting commuter, heavy-goods and over-dimension vehicles, but it is also a safe and enjoyable journey for users of a variety of transportation modes and, in particular, for walkers and cyclists.

The public spaces and streetscapes along the route reflect the changing natural and physical environment and reinforce the individual identity of each commercial centre. Enhanced pedestrian and cycling routes connect Ferry Road and the centres to public parks, reserves, heritage trails, the Ihutai / Avon-Heathcote Estuary and the Ōpāwaho / Heathcote River.

The centres are memorable destinations, clearly defined and visually distinct. They are safe and accessible places for everyone to visit. The design and character of each centre expresses its history and natural environment. They are popular places to meet and socialise, and are adaptable to changing circumstances.

Reconnection ***Recovery*** ***Resilience***

Figure 29 - An artist's concept of Woolston looking north along Heathcote Street from the river.

5.0 Vision

Figure 30 - An artist's concepts of Ferrymead.

6.0 Goals

6.0 Goals

To achieve the vision, the following goals have been defined based on the issues identified by the community and technical advice (see Appendices 5-7). Each goal aligns with one or more of the five recovery themes:

Economy and business

Movement

Natural environment

Community wellbeing, culture and heritage

Built environment

Goals are also linked to the relevant Master Plan actions which can be found in Section 7.

Figure 31 - Public drop-in sessions were held in October 2011.

Figure 32 - The community identified a number of key issues, concerns and opportunities along the corridor.

6.0 Goals

Economy and business	
	Economic growth in the centres is long-term, sustainable and resilient.
	Well-designed shops and streetscapes create distinctive and attractive destinations with facilities (seating, landscaping and public toilets) that encourage people to linger and socialise.
	Mixed-use development, particularly with a residential component, is encouraged in and around the centres.
	Recovery information and advice is distributed effectively and efficiently to the business community.
	At **Phillipstown / Charleston, centres consolidate** around one or two focal points allowing efficient provision of carparking and supporting walking.
	Woolston capitalises on its unique **industrial heritage** and proximity to the **river** to establish itself as an increasingly attractive place to shop, work and live.
	An **anchor tenant** for Woolston increases the diversity of the current offering and attracts customers to the area from a wider catchment.

Movement	
	Ferry Road continues to function as a **strategic route** but greater provision is made for the safety and amenity needs of **pedestrians, cyclists** and **public transport users**.
	Pedestrians are able to safely and conveniently cross Ferry Road in the centres and around key recreational and educational facilities.
	Links to key cycle routes (Linwood Avenue, the Coastal Pathway, Ōpāwaho / Heathcote River) from Ferry Road are easy to find, safe and convenient.
	Buses move smoothly and efficiently along the corridor. Stops are placed in safe, visible locations near key destinations and crossing points. Transfers are convenient.
	Convenient, well-marked **parking** is provided in the centres to support local businesses without compromising traffic flows or safety and amenity for pedestrians and cyclists.
	Pedestrian and cycle circulation to and within Ferrymead is encouraged.

6.0 Goals

Natural environment	**Additional landscaping** along the corridor supports local wildlife.
	Visitors and locals have opportunities to learn about and appreciate the **local ecology**.
	Clear links and signage for open spaces and recreation areas/routes allow more people to enjoy them and feel safe while doing so.
	Levels of **pollutants** in the Ōpāwaho / Heathcote River decrease.

Community	**People feel safe**, welcome and included in the centres.
	Centres along Ferry Road increasingly reflect the **history and diversity** of their local populations in their streetscape.
	New developments evolve from, but remain conscious of, the **historical character** of the centres.

Built environment	**Compact commercial centres** that are clearly defined visually and provide parking and open space efficiently.
	Developments integrate with the **natural environment** and contribute to the identity of the centres.
	More vegetation along the corridor provides additional shade and visual interest. A progression of landscaping along the corridor helps people orient themselves.
	A **higher amenity streetscape** in the centres attracts investment and provides a reference point for new development.
	Woolston retains its **village look and feel** along the Ferry Road frontage.
	Well-designed, appropriately located **signage** contributes to the character of the centres.

Figure 33 - Phillipstown School mural.

Figure 34 - Edmonds Factory Garden entrance.

Figure 35 - Ferrymead Towpath

7.0 Actions

7.0 Actions

To achieve the vision and goals for Ferry Road, a series of actions are proposed. These are ongoing or future projects that may be undertaken by the Council, other organisations and/or the community to achieve the goals of the Master Plan.

Some actions apply to the length of Ferry Road (s7.1) and some to specific centres (ss7.2-7.4).

In addition to the actions, a series of design principles have been identified for the centres and corridor. These are intended to help express the community's vision for the area and to provide a reference point for future development decisions and projects.

Corridor-wide actions (FR)

FR1 Case Management
FR2 Alignment with the District Plan Review
FR3 Corridor transportation safety and amenity upgrades
FR4 Woolston Park transportation improvements
FR5 Business forums and advisers

Phillipstown / Charleston actions (CE)

CE1 Review of centre definition
CE2 Streetscape enhancements
CE3 Bus priority upgrades
CE4 Transitional project — Phillipstown

Woolston actions (WL)

WL1 Ferry Road movement and streetscape improvements through Woolston
WL2 Heathcote Street and Oak Street movement and streetscape improvements
WL3 Ferry Road crossing enhancements
WL4 Woolston parking plan
WL5 Woolston gateway enhancements
WL6 Heathcote Street pocket park and pedestrian bridge to Cumnor Terrace
WL7 Community hub and Council carpark improvements
WL8 Transitional project – Plunket Rooms

Ferrymead actions (FM)

FM1 Ferrymead streetscape improvements
FM2 Ferrymead gateway enhancements
FM3 Estuary edge / Coastal Pathway connection
FM4 Humphreys Drive crossings
FM5 Ferrymead Towpath connection
FM6 Bus transfer facility enhancements
FM7 Kite Lane pedestrian / cycle and amenity enhancements

7.0 Actions

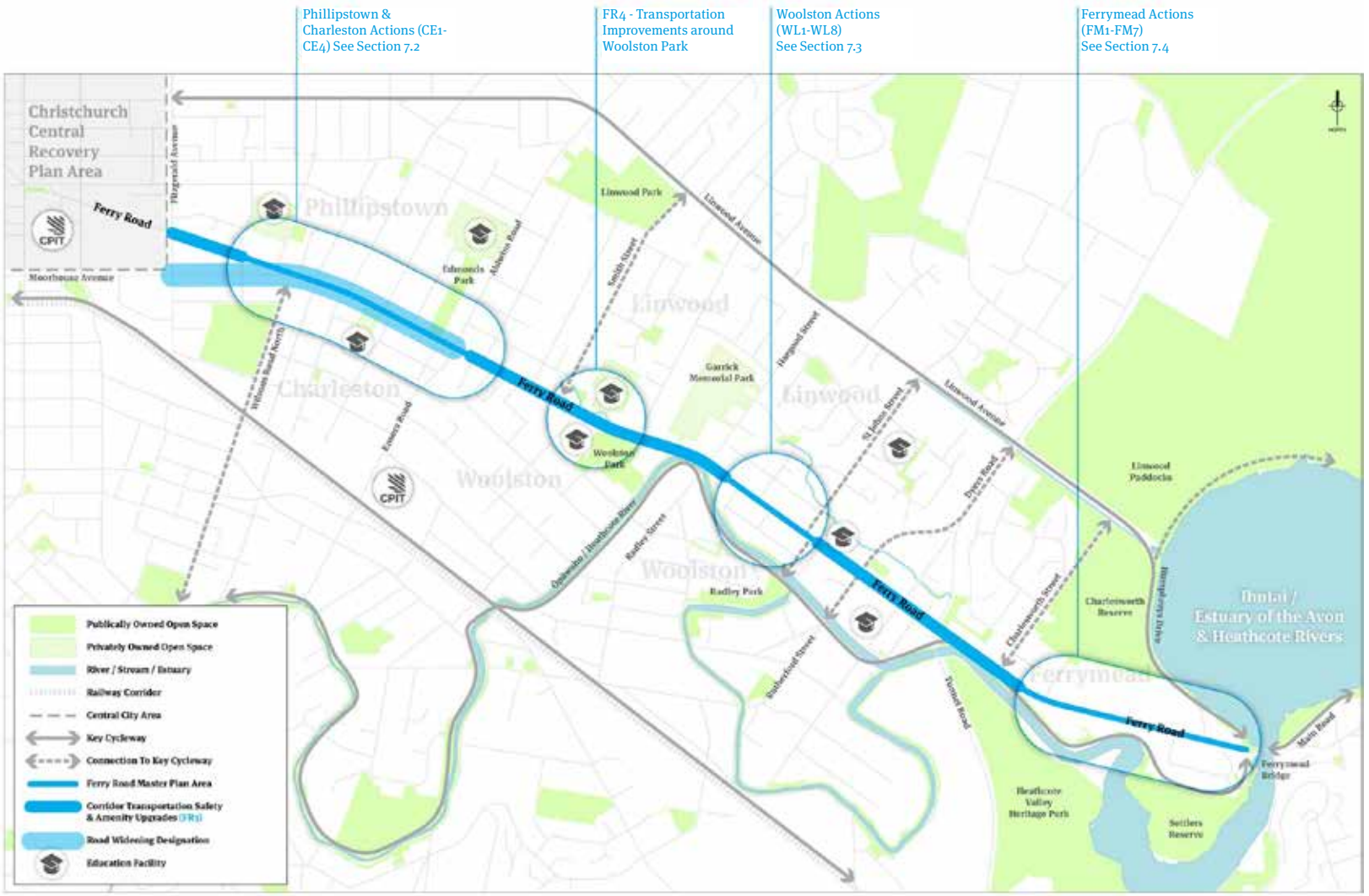


Figure 36 - Action areas along the corridor.

7.0 Actions

7.1 Corridor-wide

7.1.1 Principles

Along the length of the corridor there are currently a number of issues related to the conflicting needs of different transport modes in a relatively narrow arterial road. Feedback indicated the corridor is often perceived as grey and uninviting and that poorly designed and located signage is creating a cluttered and unwelcoming environment.

To address these issues, the following transport, landscape and signage principles have been developed. They are intended to guide the implementation of Master Plan actions and to provide a reference point for future developments along the length of the corridor.

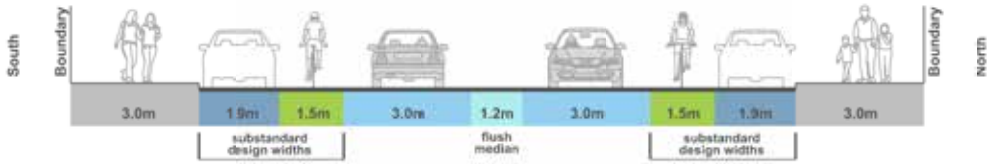


Figure 37 - Current Ferry Road corridor generic cross-section showing metres allocated to different transport modes. Note: some sections of Ferry Road are wider than this cross-section and have standard cycle lane and carpark widths.

7.0 Actions

Transport principles

Key transport issues identified in the Ferry Road Corridor Study (see Appendix 7) include substandard cycle lane widths and narrower on-street carparks than are generally recommended (see Figure 37).

To address these issues in balance with the needs of other transport modes along the corridor, the following principles are proposed:

- Continue to provide a level of service for cars and heavy vehicles consistent with the classification of the corridor as a district and minor arterial.
- Continue to provide for over-dimension vehicles (see s3.5).
- Provide cycle lanes on Ferry Road in accordance with Cycle Design Guidelines for local cycleways through urban commerical centres and on arterial roads[5] .
- Signal connections to the key cycleways at Charlesworth Street, St Johns Street and Catherine Street, Smith Street, Aldwins / Ensors Road and Wilsons Road through the design of the relevant intersections and crossings.
- Preserve options for future bus priority measures.
- Where the corridor is not wide enough to provide standard width cycle lanes, carriageways and on-street carparking on both sides of the road, parking on one side of the road would be removed. Which side of the road retained on-street parking would vary along the corridor according to the adjacent land uses, with preference given to convenience-based retail.

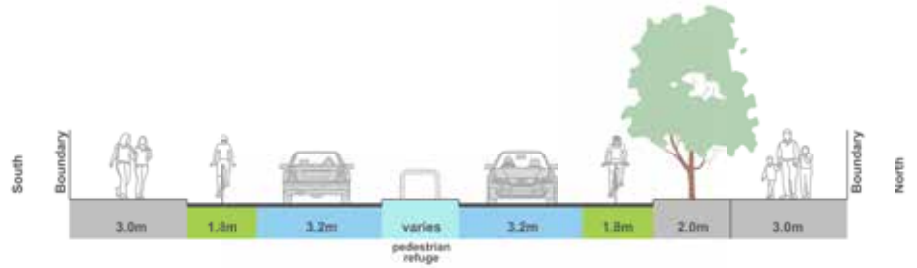


Figure 38: Proposed cross-section of generic pedestrian crossing point along the corridor between the centres. Trees are incorporated into the build-out where possible to emphasise the crossing point.

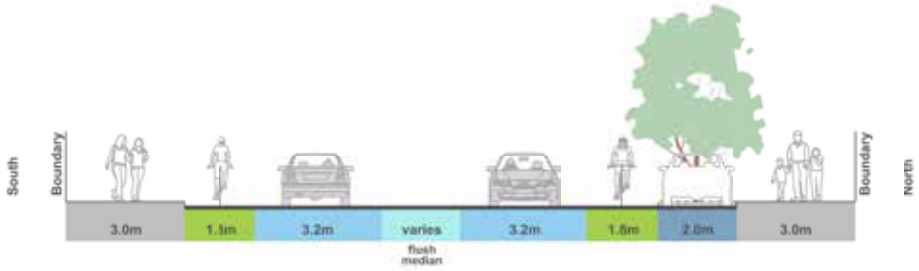


Figure 39 - Proposed cross-section of generic stretch of corridor between the centres. Depending on vehicle access points and adjacent land uses, it may be possible to incorporate trees into build-outs between stretches of parking.

[5] See Christchurch Cycle Design Guidelines s3.2.3 and s3.4.2

7.0 Actions

Landscaping principles

Opportunities for large-scale tree planting along the corridor are somewhat constrained by the number and location of underground services and the requirements of the over-dimension route (see s3.5).

There are some opportunities for additional tree planting along the corridor, particularly in kerb build-outs that emphasise pedestrian crossings (see Figure 38). There may be additional opportunities to work with landowners to encourage tree planting at the front of private properties.

In the stretches of corridor between the centres appropriate planting and species include:

- large-scale non-native, deciduous, salt and wind tolerant trees (such as Oriental Plane trees - see Figure 40.1) planted in build-outs and berms,
- under-planting in the berms and build-outs including a combination of native and exotic ground cover such as Miniature Toi Toi (Figure 40.2), New Zealand Iris (Figure 40.3) and white carpet roses (Figure 40.4)

Additional considerations for landscaping along the corridor include:

- reflecting Ngāi Tahu values
- accommodating the needs of people with disabilities
- providing shade, shelter and visibility for pedestrians
- offering food and habitat for wildlife

Figure 40 - Landscaping concept between the centres (for illustration purposes only).

7.0 Actions

Signage

Signs are vital to commercial activity along the corridor. They communicate information, advertise services and contribute to the character of the centres. However, poorly designed or inappropriately located signs can detract from architectural features, block views of the natural environment and reduce safety and amenity for pedestrians and cyclists. Too many signs also create visual clutter reducing their individual effectiveness.

Along the length of the corridor, it is envisaged that signs will:

1. complement the scale and form of the building and be associated with the activity on the site
2. integrate well and not obscure or visually dominate the building or any architectural features of the building or site
3. generally be aligned with key façade elements, such as verandas, windows, cornice lines etc
4. not obstruct views along the street or detract from the continuity of the building façades if they project out from the face of the building

In general, footpath signage should be avoided as it can be a safety hazard for pedestrians, cyclists and people with disabilities.

In the centres, it is desirable for signs along a continuous frontage to be visually cohesive and well integrated with the building form, strengthening the identity of the centre.

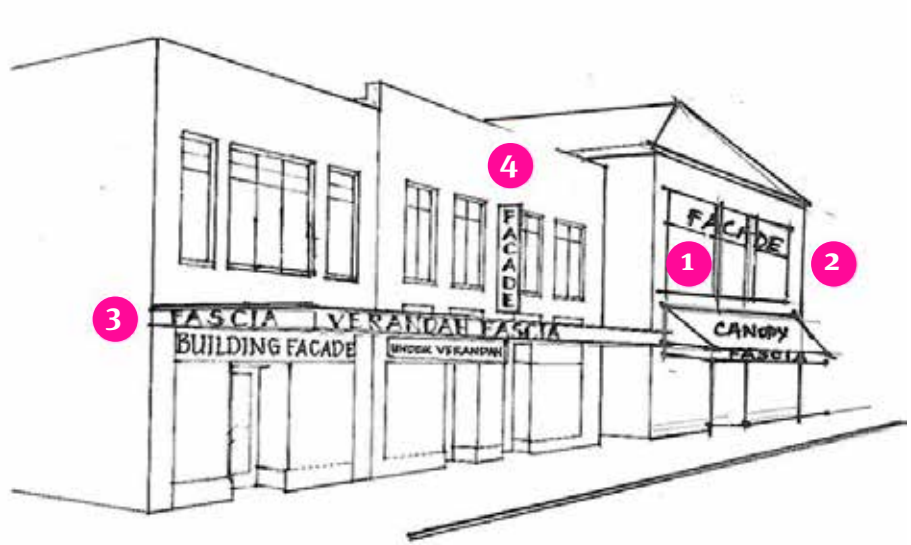


Figure 41 - Examples of signage sympathetic to the built environment.

Open space principles

- Enhancement and restoration of ecological values along Steam Wharf Stream (see Figure 43) on both Council and private properties. See the Restoring Steam Wharf Stream Plan (1997) for additional guidance and landscaping concepts.

Figure 42 - Steam Wharf Stream through Glenroy Reserve, Woolston.

7.0 Actions

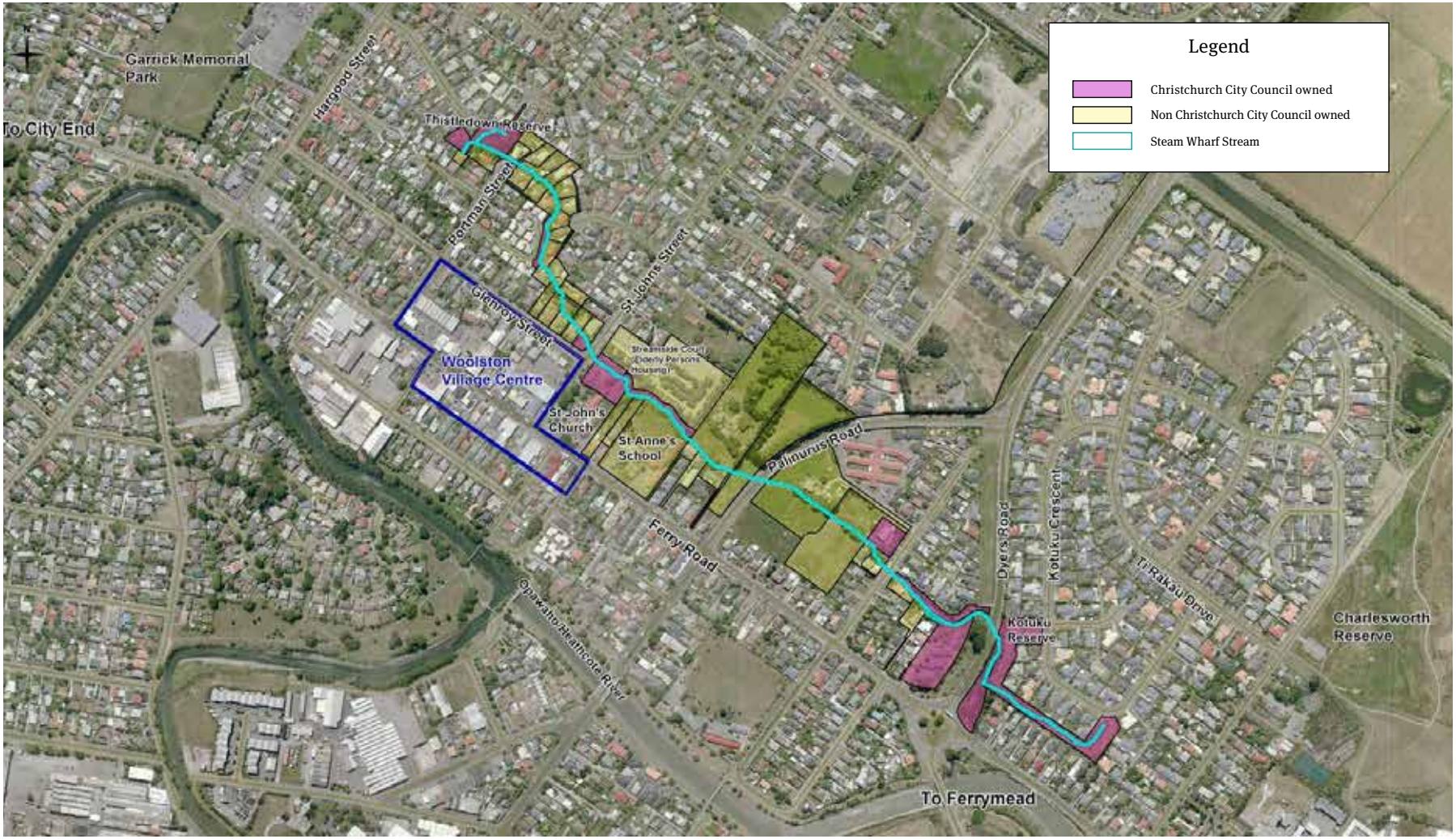


Figure 43 - Steam Wharf Stream ecological corridor.

7.0 Actions

7.1.2 Actions

The following actions will support recovery along the length of the Ferry Road corridor:

FR1 Case Management

Continuing to provide a Case Management service to help businesses and commercial property owners work through rebuild options and navigate through the Council's resource and building consent processes.

FR2 Alignment with the District Plan Review

Coordinating Council responses to key issues highlighted by the community that are beyond the scope of the Ferry Road Master Plan (see Section 1.4) through the District Plan Review process which is currently underway. These issues include:

Zoning

a. Review of centre definition at Phillipstown / Charleston to direct future development.

b. Investigation of an overlay map and provisions for Woolston that will allow more flexible and mixed land uses (e.g. residential) in the B4 area.

c. Review of the boundaries of the Ferrymead commercial centre and investigation of methods for achieving greater integration and mixed use in the neighbouring zones.

Figure 44 - Private development initiative, Woolston.

Figure 45 - Current zoning boundaries in Woolston.

7.0 Actions

Mixed use

d. Investigation of methods to provide incentives to deliver high quality mixed-use development i.e. a mix of residential and commercial use.

Transportation

e. Assessment of minimum parking provisions.

Natural hazards

f. Updates and extensions to Flood Management Areas based on earthquake-related changes to topography, and a consistent requirement for floor levels to be above a 1-in-200 year rainfall or tidal event.

Contamination

g. Mechanisms for improving water quality, encouraging biodiversity and enhancing the mahinga kai value of the Ihutai / Avon-Heathcote Estuary and the Ōpāwaho / Heathcote River.

FR3 Corridor transportation safety and amenity upgrades

Upgrading transport facilities and introducing additional planting in those parts of the corridor not covered by:

- SCIRT repairs between Dyers Road and Humphreys Drive (2014).
- Streetscape improvements in Woolston (Ferry Road Master Plan action WL1) — $3 million has been set aside for 2013-2015.
- The four-laning project in Phillipstown / Charleston (not currently funded in the Three Year Plan but was scheduled for 2015/2016 before the earthquakes).

Upgrading the remainder of the corridor (see Figure 36) will create a consistent level of safety and amenity, to the standard recommended by Figures 38 and 39. This would include, but not be limited to:

a. Cycle facilities

i. Upgrading cycle lanes to meet the recommendations of the Cycle Design Guidelines.

ii. Review of crossing locations to develop strong, clear connections to the key cycleways on Linwood Avenue and along the Ōpāwaho / Heathcote River.

b. Amenity planting

i. Including additional landscaping following the principles in s7.1.1.

7.0 Actions

FR4 Woolston Park transportation improvements

Upgrading crossings and parking provision to improve circulation for pedestrians, cyclists and drivers around the cluster of educational and recreational facilities near Woolston School (see Figure 46).

a. **Pedestrian and cycle environment**
Crossing upgrades that integrate with the Smith Street connection to the key cycleway and potential pedestrian/cycle access to the Linwood College lower fields through the north-east corner of Mary Dixon Park.

b. **Parking**
Additional indented parking near Woolston Park to support weekend sports users.

Figure 46 - Educational and recreational facilities around Woolston Park.

7.0 Actions

FR5 Business forums and advisers

Encouraging business and property owners within each centre to establish (or formalise where already existing) a forum/organisation to promote information-sharing and coordinated development and design of their centres.

These forums could support local businesses by:

- distributing information such as economic forecasts
- organising networking events and hosting discussions on shared issues such as addressing anti-social behaviour
- delivering public promotional/marketing events.

These forums could engage independent business advisers to:

- facilitate networking and information sharing
- develop branding strategies and business plans for each of the commercial centres
- identify impacts of market and demographic shifts on the community and liaise with the Case Manager to address these
- share expertise on mixed-use developments.

These forums could also liaise with the Council and the Hagley/Ferrymead Community Board around the development of Business Improvement Districts (BIDs) for their centres.

In BIDs, a panel of business and property owners vote on projects to improve the centre. The Council sets a targeted rate to fund those projects and then partners with the business association to deliver them.

7.0 Actions

7.2 Phillipstown / Charleston

7.2.1 Principles

To create clearly defined, walkable and efficiently laid-out commercial centres, the following principles (in addition to those in s7.1.1) should be considered both in the implementation of the Master Plan actions and in future developments.

Urban design principles

- Cluster commercial (i.e. Business 1[6]) developments together into clearly defined centres that create a critical mass of activity and support pedestrian access. Retain stretches of residential development and open space between these centres to vary the experience for those travelling the corridor, and strengthen the use of the centres by local residents.

Road-widening designation principles

Additional urban design, landscape and transport concepts for Phillipstown / Charleston are likely to be developed in consultation with the community when the four-laning project is implemented. Based on feedback through the Master Plan consultation process, the following considerations should also be taken into account in the development of that project:

- implementation of the transport and landscaping principles for the corridor (see 7.1.1)
- retention, as far as possible, of the Edmonds Factory Garden historic garden design[7] and significant trees by management of the vegetation along the Ferry Road frontage to increase visibility into the garden and enhance safety for visitors
- consider tree planting in the median if the four-laning creates a carriageway wide enough to allow this and still comply with the requirements of the over-dimension route

[6] See Appendix Two for general descriptions of the business zones and their key objectives and intended functions.

[7] Edmonds Factory Garden was one of the earliest factory gardens in the city and was designed in 1935 by Edgar Taylor, Christchurch's first landscape architect.

7.0 Actions

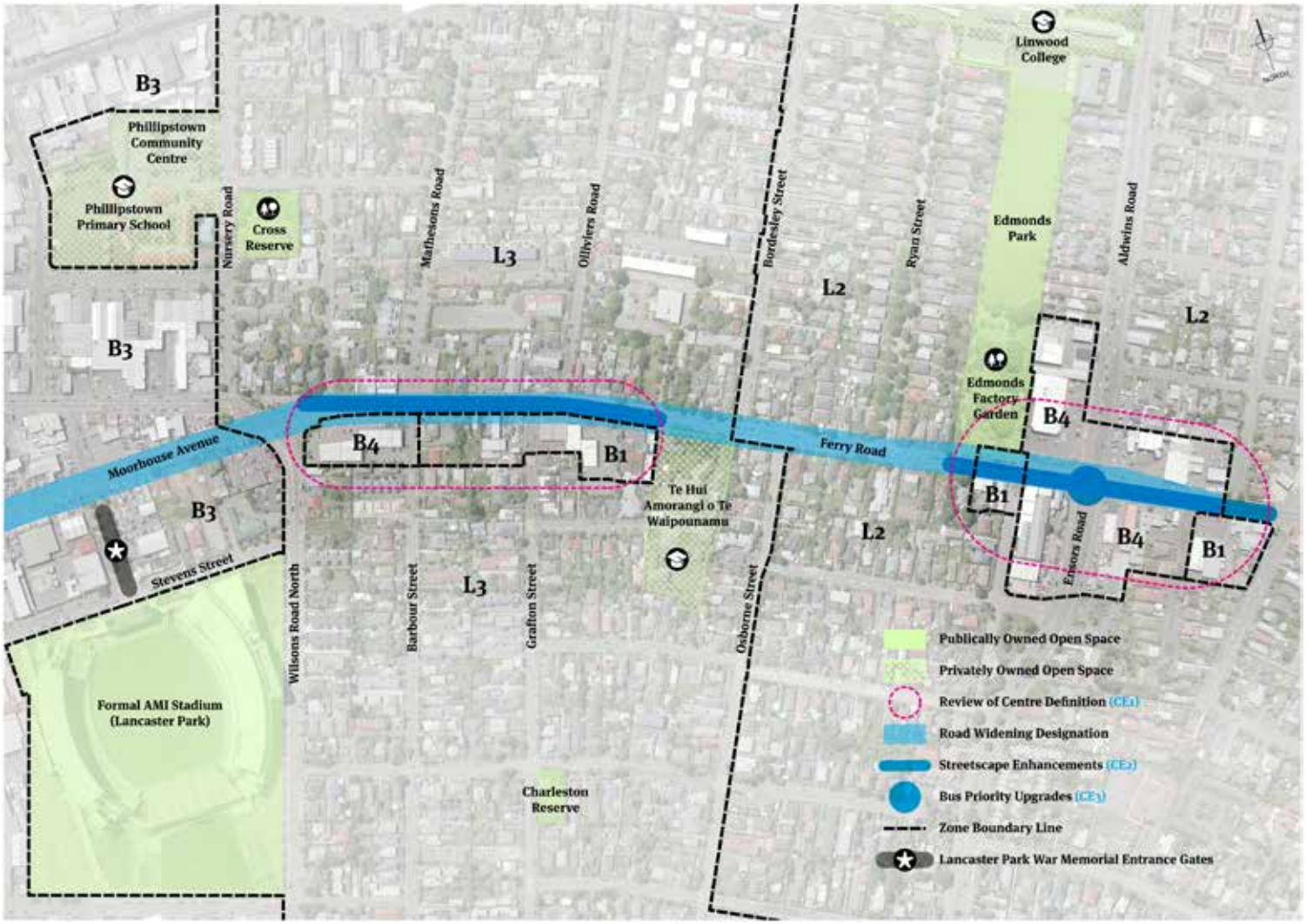


Figure 47 - Phillipstown / Charleston action diagram.

7.0 Actions

7.2.2 Actions

Proposed projects for Phillipstown / Charleston are outlined below. A number of the corridor-wide actions in s7.1.2, including the Case Management and District Plan Review actions, are also relevant to the Phillipstown / Charleston section of Ferry Road.

CE1 Review of centre definition and character

Further investigating, clarifying and formalising the function of the isolated B1-zoned areas at Phillipstown / Charleston and B4 areas serving a commercial function. If not addressed through the District Plan Review (see FR2), or as part of informing decisions for that review, to make recommendations regarding appropriate zoning and boundaries for the centres at Phillipstown / Charleston.

7.0 Actions

Figure 48 - Phillipstown / Charelston current zoning.

7.0 Actions

CE2 Streetscape enhancements

Developing streetscape enhancements around the B1 areas to encourage locals and visitors to spend more time in the centres. Temporary or moveable elements would be needed due to the future four-laning improvements anticipated in this area. These improvements could include:

a. transitional elements that can be moved or integrated into the later four-laning design (e.g. moveable planters (Figure 49-1, 2), temporary art work such as footpath painting (Figure 49-1, 2), interpretive signage, cycle stands and moveable seating (Figure 49-3)

b. a review of public toilet provision in the area and development of additional facilities as needed

Figure 49 - Examples of transitional streetscape elements used in the Central City.

7.0 Actions

CE3 Bus priority upgrades

Investigating with Environment Canterbury, bus priority measures at the Aldwins/Ensors intersection (such as localised bus lanes or early start lanes) and encouraging public transport use by easing congestion for buses at this location.

CE4 Transitional project in Phillipstown

To continue to develop a transitional project in Phillipstown, drawing on existing funding, that expresses the creativity of the community and encourages activity back into vacant spaces. Transitional projects (such as those created by Greening the Rubble or Gap Filler) can be entirely community-led or can be a partnership between the community and other agencies, such as the Council.

Ideas raised so far in discussions with the community include a heritage trail, a public art work or mural, climbing structures in one of the parks or an activity like the Dance-o-Mat in the Central City (see Figure 50-1). Possible locations include the open space at the corner of Tuam Street and Olliviers Road, Cross Reserve, one of the corners of the Aldwins/Ensors intersection, or near the Phillipstown Community Centre.

There is an opportunity for the Council to work with the schools on the development of this project.

Figure 50 - Examples of transitional projects:
Dance-O-Mat (1), mural (2), tree lighting (3), moveable planters (4).

7.0 Actions

7.3 Woolston

7.3.1 Principles

In the Woolston Village centre, the following design principles (in addition to those in s7.1.1) have been developed to retain the current smaller-scale, walkable village centre and promote the area's industrial history and character. These principles are intended to provide a starting point for design decisions for the Master Plan actions (such as WL1 Streetscape improvements) and for future projects and developments. They are not intended to pre-empt decisions at the detailed design stage.

Site layout, built character and building materials

- Retrofit/reuse existing buildings where possible.
- Develop diverse modern buildings that take cues from Woolston's industrial heritage including the scale, building form, materials and architectural detailing. Good examples in Woolston include the Holy Smoke Deli (Figure 51.1), the Three Boys Brewery and the Twisted Hop (Figure 51.3).
- Include a variety of building materials including natural and/or recycled materials (e.g. brick elements with glass and concrete).
- Incorporate view shafts or lanes to the river.

Figure 51 - Examples of built character and building materials for Woolston (for illustration purposes only).

7.0 Actions

Bulk and scale

- Buildings 1-2 storey in height; or potentially 3 storey along the southern frontage of Ferry Road and on gateway sites to the Village Centre (e.g. 580 Ferry Road)
- Develop small scale and fine grained (narrow rather than with long frontages) buildings, particularly along the Ferry Road frontage (Figure 52.3)
- For long façades include regular vertical windows, other vertical elements, and changes in material which provide variety and visually reduce the length of building (Figure 51.6).
- Consider how variation in rooflines might add visual interest, particularly for larger building.

Relationship of buildings to Ferry Road

- Along the Ferry Road frontage, as shown in Figure 56, create active street edges. These edges should encourage activity and good visual connections between buildings and the street by, for example:
  - Siting buildings near the footpath;
  - including elements that provide interest for pedestrians such as:
    - » generous use of ground floor glazing;
    - » regular entrnaces to buildings or buildings that open out to the footpath;
    - » architectural elements that provide interest;
    - » elements that encourage socialising such as outdoor seating or outdoor dining.
  - where appropropriate, including elements that provide shade and shelter for pedestrians such as verandahs or landscaping
- Buildings on corner sites should address all streets (Figure 51.1).

Signage

- Take design cues from both historic and new development, and ensure signage integrates with, and complements, the scale and form of the building.

Figure 52 - Examples of bulk and scale and the relationship of buildings to the street for Woolston (for illustration purposes only).

Figure 53 - Examples of signage for Woolston (for illustration purposes only).

7.0 Actions

Streetscape

- Provide additional landscaping (including tree planting where possible), street furniture and way-finding signage that integrates with historic and new development.
- In the Village centre, incorporate smaller scale deciduous trees under eight metres in height and with seasonal changes such as spring blossom or autumn colour. Trees could be set into grates to provide appropriate protection.
- Incorporate under-planting using a mix of colourful native and exotic plants in a combination of red and white flowers (see Action WL1).
- Incorporate paving detail in footpaths, courtyards and median areas using a mix of red and grey tones reflecting both the industrial character of Woolston and the colours displayed in the rocky outcrops on the Port Hills, as viewed from the Village centre (see Action WL1).
- Use robust street furniture with steel and timber painted in colours that complement the tones of the industrial area.

Figure 54 - Examples of street furniture and landscaping for Woolston (for illustration purposes only).

Movement

- Enhance pedestrian laneways and provide directional signage to encourage parking on underused side streets (e.g. Glenroy and Heathcote Streets).
- Implement a 40 kilometre per hour speed limit through Woolston to improve pedestrian safety and comfort.

Parking

- Neighbouring businesses share parking areas where possible, particularly behind the B1 shops on the south side of Ferry Road.
- Locate parking to the side or rear of buildings to strengthen the village character and relationship with Ferry Road.
- Maintain on-street parking where possible in the context of overall streetscape improvements.

Figure 55 - Indicative road cross-section through Woolston. On-street parking provision is proposed to alternate sides of the road based on adjacent land uses. See Figure 56 for an example.

7.0 Actions

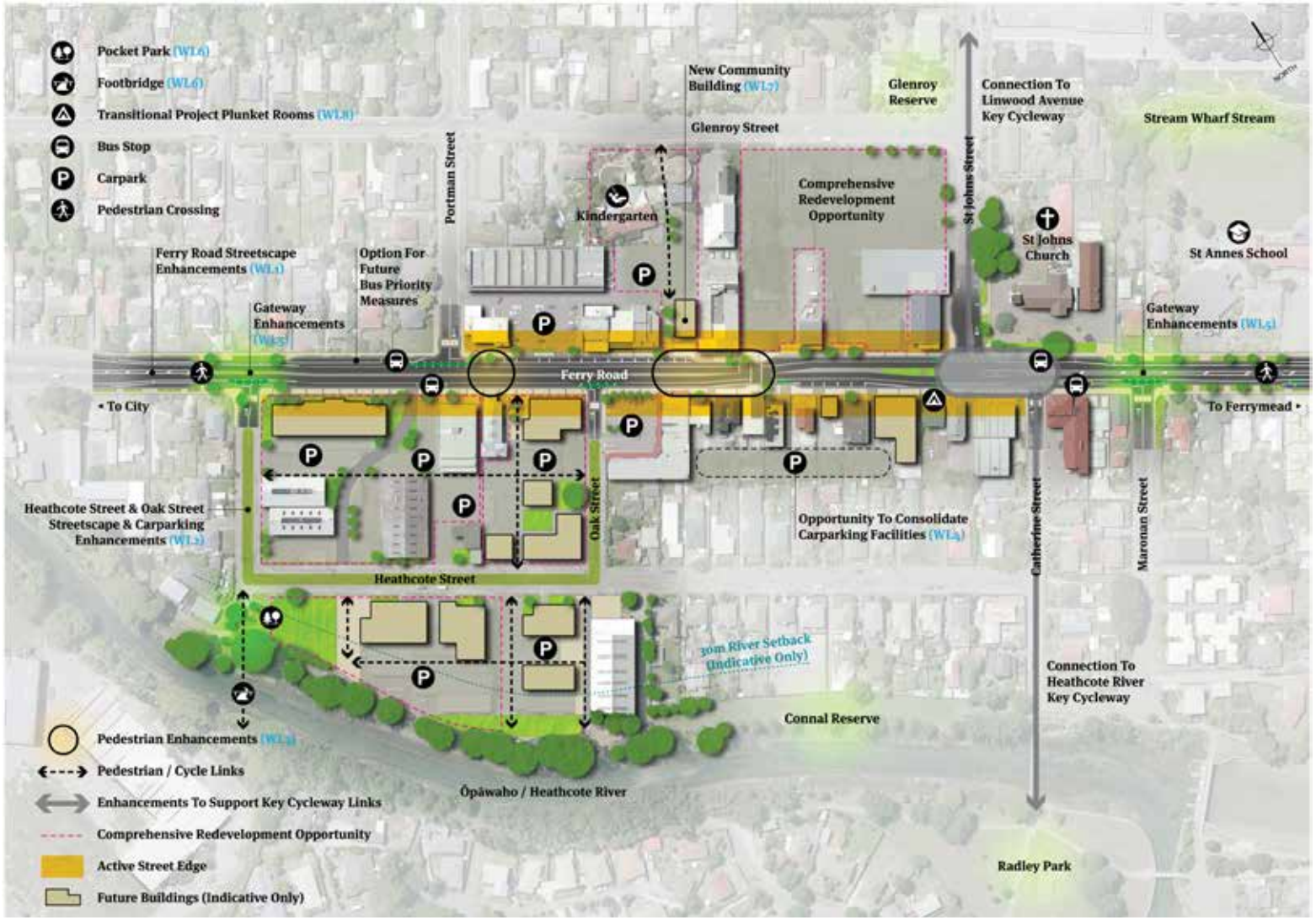


Figure 56 - Woolston action diagram. Future buildings are shown to illustrate design principles and opportunities for the Village centre only. This image is not intended to constrain design options for private developments.

7.0 Actions

7.3.2 *Actions*

Proposed projects specific to Woolston are outlined below. The Corridor-wide actions in s7.1, including the Case Management and District Plan Review actions, are also relevant to Woolston.

WL1 Ferry Road movement and streetscape improvements through Woolston

Improving the streetscape along Ferry Road through Woolston in a way that highlights the distinctive industrial character of the Village centre, balances the needs of different transportation modes and enhances Woolston's appeal as a destination. These improvements could include, but are not limited to:

a. **Distinctively paved median strips** along the centre of the road and separating cycle lanes from the main flow of traffic (Figure 57.2).

b. **Wider cycle lanes** to conform to recommendations of the Cycle Design Guidelines.

c. **Planting and landscaping** improvements including a combination of low growing carpet roses (Figure 57.3) and native ground cover such as native irises (Figure 57.1) in berms and build outs; medium sized specimen trees with seasonal change, where space allows.

d. Upgraded **street furniture** including new seating, waste and recycling bins, cycle stands, etc that is attractive, functional, safe for disabled visitors and contributes to the industrial heritage character of Woolston centre.

e. **Paving threshold treatments** that integrate with private developments and the median strips.

f. Review of **public toilet facilities** and additional provision if appropriate; these facilities could also be incorporated into the community hub (see Action WL7).

Figure 57 - Examples of paving and landscaping for WL1 Ferry Road streetscape improvements through Woolston (for illustration purposes only).

7.0 Actions

Figure 58 - Indicative street view of the Woolston Village centre looking east down Ferry Road from the Oak Street intersection.

7.0 Actions

WL2 Heathcote Street and Oak Street movement and streetscape and carparking improvements

Developing streetscape upgrades on Heathcote and Oak streets that draw visitors towards the river and encourage parking in side streets rather than on Ferry Road (see Figure 56).

This would be accomplished through:

a. Additional parking provided on Heathcote Street.

b. Distinctive **character paving** and **planting** along Oak Street to draw visitors towards the river.

c. Oak Street potentially made one-way or developed as a **shared space** (additional consultation would be necessary at the detailed design phase for this project).

WL3 Ferry Road crossing enhancements

Creating safer and more convenient pedestrian and cycle crossings within the Village centre through:

a. Visually distinctive pedestrian crossing areas at Portman Street and in the centre of the village (see Figure 56).

b. Support at the St Johns Street / Catherine Street intersection for **connections to the key cycleways** along Linwood Avenue and the Ōpāwaho / Heathcote River.

WL4 Woolston parking plan

Monitoring any requirements for additional parking in Woolston, including assessing the most appropriate locations for on-street parking for mobility and short stay parking.

a. Undertake a **parking plan** for Woolston and, if necessary, purchase an additional site for off-street parking.

b. Investigate opportunities to **consolidate carparking** facilities behind businesses on the south side of Ferry Road (see Figure 56).

7.0 Actions

WL5 Woolston gateway enhancements

Providing 'gateway' enhancements at either end of the centre to signal arrival at the Village, encourage drivers to slow down and provide a reference point for development. These would build on the existing signage and landscaping while:

a. Establishing **larger-scale specimen trees** with low ground cover planting (see Figure 61).

b. Incorporating visually distinctive **public art**.

c. Referencing the **character and history** of the Village (Figure 60.2).

WL6 Heathcote Street pocket park and pedestrian bridge to Cumnor Terrace

Developing a small pocket park and pedestrian bridge at the south-west corner of Heathcote Street (see Figures 56, 61), in order to improve the visibility and safety of the entrance to Connal Reserve (along the Ōpāwaho/Heathcote river bank) and to increase connectivity between Woolston Village centre and Cumnor Terrace. This park could:

a. Incorporate design elements and interpretive signage referencing the **local ecology** and history (e.g. the wharfs).

b. Include **native landscaping** consistent with the Mid-Heathcote River/Ōpawaho Linear Park Masterplan.

c. Provide **seating** and a safe, high amenity environment for workers having lunch.

Figure 59 - Current gateway at western entrance to Woolston.

Figure 60 - Examples of additional gateway improvements for Woolston – Action WL5 (for illustration purposes only).

7.0 Actions

Figure 61 - Western approach to Woolston showing gateway planting and pocket park (for illustration purposes only).

Figure 67 - Indicative view of Action WL7 Community hub at 687 Ferry Road (for illustration purposes only).

7.0 Actions

WL7 Community hub[8] and Council carpark improvements

a. Investigating the establishment of a **multi-purpose community facility** on the former Woolston library site that could consolidate community services and incorporate:

- space for the Volunteer Library
- integrated health care facilities following a Whānau Ora model
- showers and lockers for cyclists
- public toilets
- facilities for other community and social service providers

b. Improving the layout of the Council carpark behind the new hub and encouraging parking on side streets (particularly Glenroy Street) with additional pedestrian connections (see Figure 56). This would include:

- improving the layout and circulation and, if possible, providing **additional parking spaces**
- creating a safe, attractive mid-block **pedestrian laneway** from Ferry Road to Glenroy Street
- consideration of and consultation on **closing the vehicle access** onto Ferry Road next to the former volunteer library and rebuilding any community facility with additional public space (see Figure 62).
- reviewing and, as appropriate, addressing CPTED issues including the need for additional lighting and surveillance.

Figure 63 - Examples of plantings around the Woolston community hub including a magnolia feature tree (1) and timber screening and climbing plants to introduce additional greenery into the Village centre (2). (For illustration purposes only).

WL8 Transitional project – Plunket Rooms

Using the Suburban Centres Programme's Transitional Project Fund for improved seating, landscaping and/or public art in front of the Plunket Rooms. This will improve the pedestrian environment and encourage visitors to socialise and spend more time in the Village centre.

[8] The 2030 Volunteer Library Plan recommends a multi-purpose community space for Woolston that incorporates an appropriately-sized library area rather than a sole use facility for the Volunteer Library. Prioritisation of this project will be assessed against city-wide demand for community facilities through the 2030 Community Facilities Network Plan currently being developed.

7.0 Actions

Figure 64 - Examples of built character, bulk and scale for Ferrymead (for illustration purposes only).

7.4 Ferrymead

7.4.1 Principles

In Ferrymead, the following principles (in addition to those in s7.1.1) should be incorporated both in the implementation of the Master Plan actions and in future developments. The intention behind these principles is to promote developments in Ferrymead that integrate well with each other and with the natural environment. Long term resilience in the commercial centre will be promoted by encouraging walking and cycling between areas and offering high quality connections with the Estuary, Charlesworth Reserve and the Ferrymead Towpath as a point of difference.

Context and built character

- ensure site layout creates visual and physical connections to the surrounding natural environment
- provide contemporary developments with architectural and landscape references to the estuarine/maritime environment. References could include the building form, orientation and use of materials, such as expanses of glazing and the provision of open space

Bulk and scale

- provide a mix of building heights and scales
- use increased height to highlight key locations and gateways
- use lower heights on the south side of Ferry Road than the north side
- ensure longer and larger scale façades use a combination of vertical and horizontal elements to break up the length of façades, while giving vertical scale
- provide visual interest through the building rooflines

7.0 Actions

Figure 65 - Examples of relationship of buildings to the street for Ferrymead (for illustration purposes only).

Relationship of buildings to street

- build up to the street, open spaces or along internal laneways to provide a more attractive and human-scaled environment, which is not dominated by carparking
- provide parking to the side or rear of buildings
- ensure developments adjoining the Estuary have active, interesting elements along the water's edge with internal courtyards for shelter from the wind
- improve the interface and connections with Charlesworth Reserve, except where this would interfere with sensitive ecological areas
- provide additional outdoor hospitality spaces and active frontages opening out onto Kite Lane

7.0 Actions

Building materials and signage

- consider natural materials that reference the Estuary or hills in conjunction with high levels of glazing
- consider the use of lightweight, sustainable materials
- provide variation in colour and texture in building design to add visual interest
- ensure signage integrates well with the form and design of the building without visually dominating it, or the surrounds

Streetscape

- provide additional street furniture and shelter in locations that support social activity
- provide additional wayfinding signage within the public realm for pedestrians, cyclists and drivers

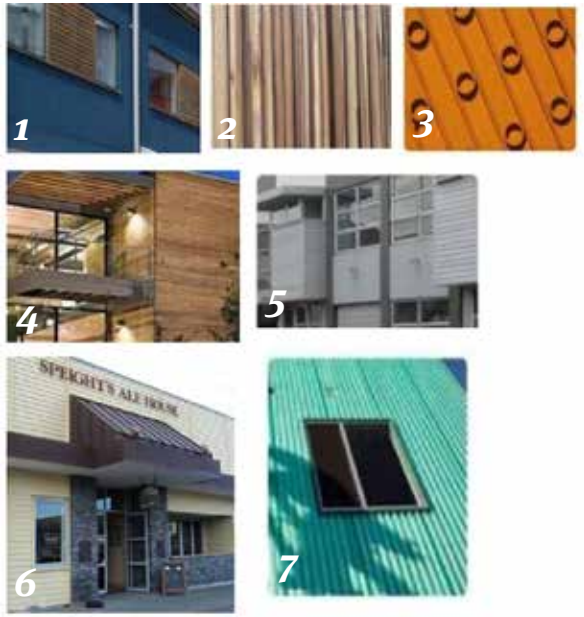


Figure 66 - Examples of building materials and signage for Ferrymead (for illustration purposes only).

7.0 Actions

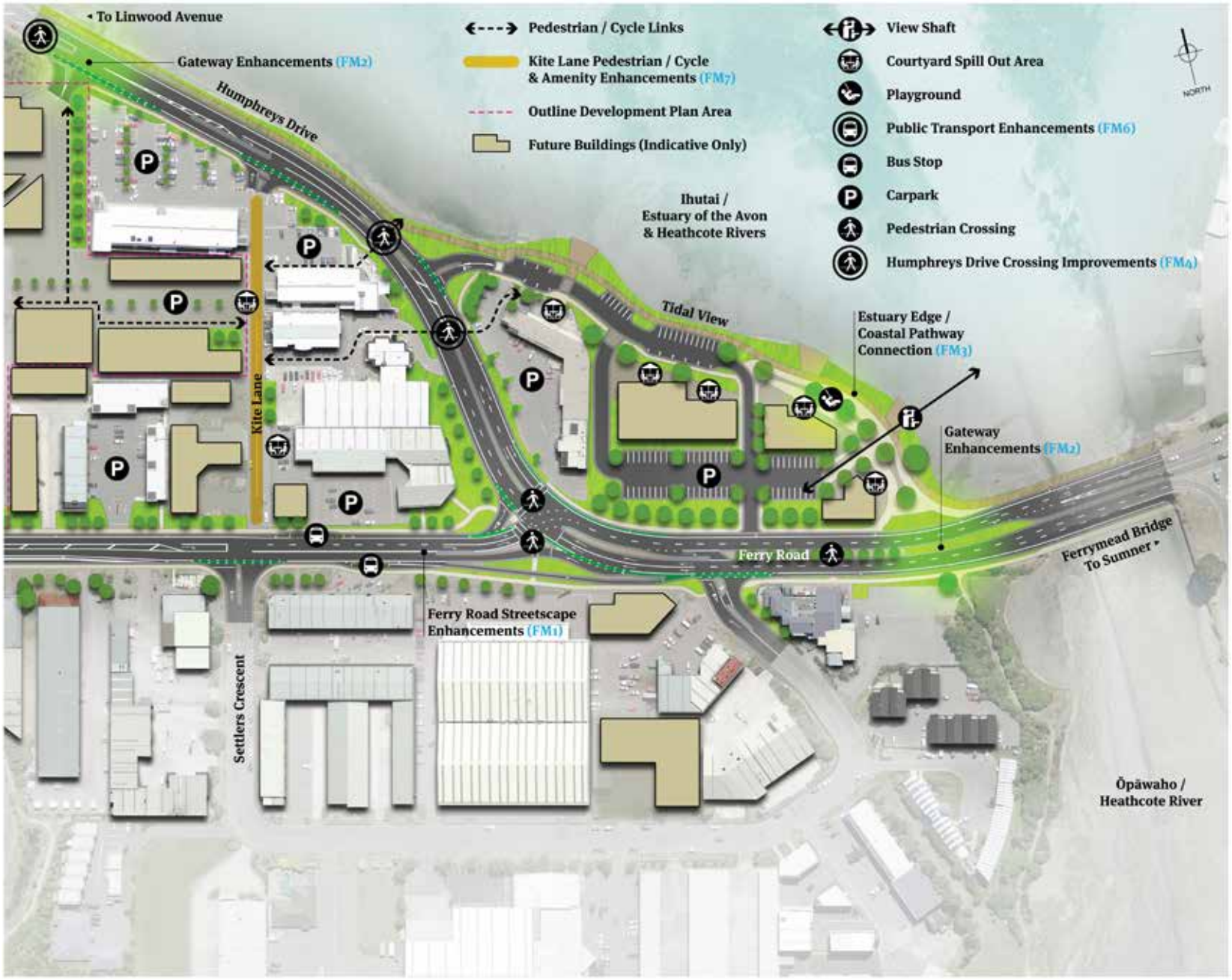
Landscaping

- Use estuarine planting combined with specimen trees tolerant to salt spray and wind along the Ferry Road frontage, particularly in the setback on the south side of the road. Use ecologically appropriate plants in naturalised areas.
- Where incorporated, under planting could include native species such as low growing hebe (Figure 67.4), miniature Toi Toi (Figure 67.5) or Sea Splurge (Figure 67.6).
- Enhance the existing 10 metre setback area along Ferry Road by including additional larger-scale landscaping to create an avenue effect. Appropriate species in this setback would include large scale non-native deciduous trees which are tolerant of salt spray and wind.
- Provide more extensive and larger scale landscaping within carparks and commercial areas. Appropriate native species include Ngaio (Figure 67.2) and Kowhai (Figure 67.3).

Figure 67 - Examples of landscaping for Ferrymead (for illustration purposes only).

Figure 68 - Indicative road cross-section at Ferrymead illustrating the impact that larger-scale tree planting would have on this section of the corridor. Planting would be subject to agreements with private property owners.

Figure 69 - Ferrymead action diagram. Future buildings are shown to illustrate design principles and opportunities for the centre only. This image is not intended to limit design options for private developments.


To Linwood Avenue
Gateway Enhancements (FM2)
Humphreys Drive
Pedestrian / Cycle Links
Kite Lane Pedestrian / Cycle & Amenity Enhancements (FM7)
Outline Development Plan Area
Future Buildings (Indicative Only)
View Shaft
Courtyard Spill Out Area
Playground
Public Transport Enhancements (FM6)
Bus Stop
Carpark
Pedestrian Crossing
Humphreys Drive Crossing Improvements (FM4)
NORTH
Ihutai / Estuary of the Avon & Heathcote Rivers
Tidal View
Estuary Edge / Coastal Pathway Connection (FM3)
Kite Lane
Gateway Enhancements (FM2)
Ferry Road
Ferrymead Bridge To Sumner
Ferry Road Streetscape Enhancements (FM1)
Settlers Crescent
Ōpāwaho / Heathcote River

7.0 Actions

7.4.2 *Actions*

Projects for Ferrymead are outlined below. A number of the corridor-wide actions in s7.1.2, including the Case Management and District Plan Review actions, are also relevant to Ferrymead.

FM1 Ferry Road streetscape enhancements

Improving the streetscape along Ferry Road and supporting local businesses by encouraging visitors to spend more time in the centre and walk between locations. Pedestrian and cycle activity will be promoted with additional shade, street furniture and open space. Some elements of the recommended road design (wider cycle lanes, etc) will be incorporated with SCIRT repairs through Ferrymead in 2014.

Specific improvements include:

a. Review of **pedestrian crossing points** along Ferry Road and additional footpath buildouts and/or median enhancements where appropriate.

b. **Avenue planting** and median planting where space allows including specimen trees tolerant to salt spray and wind and **ground cover landscaping** that reflects the estuarine character and Ngāi Tahu cultural values.

c. New **street furniture** (seating, shelter, cycle parks) that reflects the unique character of the environment.

d. **Directional signage** to key recreational facilities (Charlesworth Reserve, the Ferrymead Towpath).

e. Review of **public toilet facilities** (particularly in light of the proposed Coastal Pathway and key cycleways) and additional provision where appropriate.

FM2 Ferrymead gateway enhancements

Enhancing, through landscaping and public art, key gateways (entrance points) into Ferrymead including at Charlesworth Street and near the entrance to Ferrymead Bridge. These enhancements would clarify the boundaries of the centre and provide a reference point for development. They could include, but not be limited to:

a. Artworks and/or signage referencing the **estuarine environment** such as wind sculpture, banners or similar.

b. Additional planting including **specimen trees** appropriate to the environment. Small leaved Linden (Figure 70.1) are proposed at the western gateway to Ferrymead and Pohutukawa (Figure 71.2) at the eastern gateway.

Figure 71 - Examples of specimen trees for FR2 Ferrymead gateway enhancements (for illustration purposes only).

7.0 Actions

FM3 Estuary edge / Coastal Pathway connection

Enhancing connections around the Tidal View triangle to the Estuary edge and providing a high amenity transition between the Coastal Pathway and the key cycleway on Linwood Avenue.

These enhancements could include (but not be limited to):

a. A safe, high amenity connection between the Coastal Pathway and the Humphreys Drive link to the key cycleway on Linwood Avenue

b. Consideration of, and consultation on, **closing access onto Ferry Road** from Tidal View or creating a shared space or slow road to provide for additional open space (Figures 69, 72)

c. Continuing along the estuary foreshore, the **Pohutukawa** theme of tree planting currently along the approach to the Ferrymead Bridge. **Estuary margin plants** could be used to stabilise the zone between the water's edge and the top of the bank

d. A children's **play area**, if space allows

e. Improved facilities for **water sports users** potentially integrating with facilities at Scott Park on the other side of the estuary

Figure 72 - An artist's concept of improvements to the estuary edge along Tidal View.

7.0 Actions

FM4 Humphreys Drive crossings improvements

Enhancing the pedestrian / cycle crossings on Humphrey's Drive (see Figure 69), including traffic calming features to encourage drivers to slow down as they enter Ferrymead centre. This will support the connection to the key cycleway on Linwood Avenue and encourage pedestrians, crossing from the commercial centre, to walk to the Estuary edge.

Some of these crossings could be combined with gateway enhancements along Humphrey's Drive or, if action FM2 were implemented first and only included enhancements at Ferrymead Bridge and Charlesworth Street, this action could implement additional gateway enhancements on Humphrey's Drive.

FM5 Ferrymead Towpath connection

Providing a new pedestrian and cycle connection from the centre of Ferrymead to the river, raising the profile of the Towpath, increasing its visibility from Ferry Road and improving visitor safety. This connection could be achieved either in partnership with private landowners or through Council purchase of part of a site on the south side of Ferry Road.

The connection could include:

a. improved **paving and landscaping**

b. assessment of **CPTED** issues

c. design elements and **interpretive signage** referencing the local ecology and Ngāi Tahu values.

FM6 Bus transfer facility enhancements

To facilitate transfers between bus services, improved public transport facilities convenient to the rebuilt supermarket are proposed. The Council will work with Environment Canterbury to provide enhanced facilities, such as a **double length bus stop and shelter,** for public transport users.

7.0 Actions

FM7 Kite Lane pedestrian/cycle and amenity enhancements

Working with private landowners to provide additional **landscaping, open space** and **street furniture** around Kite Lane (see Figure 73) — integrating with **spill-out spaces** (e.g. outdoor dining areas) in private developments. This will support a 'town centre' environment and encourage visitors to walk between businesses.

Figure 73 - Examples of enhancements to Kite Lane that would support a 'town centre' environment (for illustration purposes only).

8.0 Implementation

8.0 Implementation

Implementation of the Master Plan will involve a close partnership between the Council, the community, private developers and other organisations. The funding, timing and scope of actions are subject to Council's approval and further stakeholder/community engagement including land/business owner consent where applicable.

The Master Plan proposes a mix of actions to achieve the vision identified by the community. These include short-term actions (0-3 years) that are either:

a. funded in the Council's current Christchurch City Three Year Plan

b. funded through the Suburban Centres Programme

c. are urgent or time-sensitive actions that would need to be funded through amendments to the Three Year Plan through the Annual Plan process; or

d. could be delivered in the short-term by the private sector.

Medium-term (3-5 years) and long-term (5+) year actions have also been proposed. With these actions, Council-led projects would need to be funded through the next Long Term Plan, which will be developed in 2015.

Key:

Timeframes:

Short-term (0-3 years)

Medium-term (3-5 years)

Long-term (more than 5 years)

Opex = operational budget (principally staff or consultant time)

Capex = capital budget (e.g. installing new built infrastructure)

8.0 Implementation

8.1 Corridor-wide (including all centres)

Actions		Lead	Support partners	Timeframe	Council cost?
FR1	Case Management	Council	Private land and business owners	Ongoing — short	Yes (Opex)
FR2	Alignment with the District Plan Review	Council	-	Ongoing — medium	Yes (Opex)
FR3	Corridor transportation safety and amenity upgrades	Council	NZTA; ECan	Long	Yes (Capex + Opex)
FR4	Woolston Park transportation improvements	Council	Ministy of Education	Medium	Yes (Capex + Opex)
FR5	Business forums and advisers	Business owners	Council	Short	Yes (Opex)

8.2 Phillipstown / Charleston

Actions		Lead	Support partners	Timeframe	Council cost?
CE1	Review of centre definition	Council	-	Short	Yes (Opex)
CE2	Streetscape enhancements	Council	Community groups, private land and business owners	Short	Yes (Capex + Opex)
CE3	Bus priority upgrades	Council	ECan	Medium	Yes (Capex + Opex)
CE4	Transitional project — Phillipstown	Council	Community groups, schools	Short	Yes (Capex + Opex)

8.0 Implementation

8.3 Woolston

Actions		Lead	Support partners	Timeframe	Council cost?
WL1	Ferry Road movement and streetscape improvements through Woolston	Council	ECan, NZTA, private land and business owners	Short	Yes (Capex + Opex)
WL2	Heathcote Street and Oak Street movement and streetscape improvements	Council	Private land and business owners	Medium — long	Yes (Capex + Opex)
WL3	Ferry Road crossing enhancements	Council	-	Short — medium	Yes (Capex + Opex)
WL4	Woolston parking plan	Council	Private land and business owners	Short — medium	Yes (Capex + Opex)
WL5	Woolston gateway enhancements	Council	Community organisations; private land and business owners	Medium — long	Yes (Capex + Opex)
WL6	Heathcote Street pocket park and pedestrian bridge to Cumnor Terrace	Council	Ngāi Tahu; private land and business owners; community organisations	Medium	Yes (Capex + Opex)
WL7	Community hub and Council carpark improvements	Council	CDHB; Pegasus Health; community organisations	Medium — long	Yes (Capex + Opex)
WL8	Transitional project – Plunket Rooms	Plunket Rooms, community organisations	Council	Short	Yes (Capex + Opex)

8.4 Ferrymead

Actions		Lead	Support partners	Timeframe	Council cost?
FM1	Ferrymead streetscape improvements	Council	ECan, NZTA	Medium	Yes (Capex + Opex)
FM2	Ferrymead gateway enhancements	Council	Ngāi Tahu, private land and business owners	Medium	Yes (Capex + Opex)
FM3	Estuary edge / Coastal Pathway connection	Council	Ngāi Tahu, private land and business owners, Coastal Pathway Group	Medium	Yes (Capex + Opex)
FM4	Humphreys Drive crossings	Council	-	Medium	Yes (Capex + Opex)
FM5	Ferrymead Towpath connection	Council	Private land and business owners	Short — medium	Yes (Capex + Opex)
FM6	Bus transfer facility enhancements	ECan	Council	Medium	Yes (Capex + Opex)
FM7	Kite Lane pedestrian / cycle and amenity enhancements	Private land and business owners	Council	Short — long	Yes (Capex + Opex)

8.0 Implementation

8.5 The process from here

To ensure this Master Plan is implemented, there are 3 key implementation components that are essential to effective delivery:

1. Management structure

The Council will maintain a Ferry Road-specific project leader to take responsibility for advocacy, auditing and strategic oversight of the Master Plan's vision and actions. This role will be particularly important in leading discussions with CERA and other government agencies, as well as maintaining a liaison role with local stakeholders.

2. Complete costing of actions and establish funding streams

The Master Plan is an enabling document that establishes a vision and proposes actions for the corridor. However, it does not itself generate the funding for implementation. The Council now needs to complete more detailed scoping, design and costing for the individual actions it is responsible for so that they can be included in the financial planning process and the Council's work programme.

The Master Plan also provides an agreed framework for private sector and community initiatives. These will also need to secure funding and resources to allow implementation to proceed.

3. Monitor and adapt the Ferry Road Master Plan as necessary

The dynamic nature of the post-quake environment in Christchurch means that over time specific actions may go out of date or need to be revisited. New opportunities may also arise that will need to be evaluated against the vision in the Master Plan.

A monitoring process will be established for this Master Plan that will enable:

- progress to be measured and assessed
- data collection to assist project planning and delivery including coordination with organisations such as SCIRT
- testing of the Plan's ongoing effectiveness.

It is anticipated that an annual monitoring update will be prepared to track progress. However, some aspects of the Master Plan, such as the overall achievement of the vision, may be more meaningfully assessed over a longer timeframe.

9.0 Appendices

Appendix One

Appendix One: Policy context

The Ferry Road Master Plan and the Suburban Centres Programme sit within a wider framework of legislation and policy linking the Council's activities with actions undertaken by other agencies such as SCIRT and CERA.

While the Canterbury Earthquake Recovery Act 2011 requires the Council to prepare a Central City Plan, there is no legislative requirement for the Council to prepare plans for the recovery of suburban centres.

However, master plans prepared under the Suburban Centres Programme must be consistent with the CERA Earthquake Recovery Strategy, the Christchurch Central Recovery Plan and the Christchurch District Plan (prepared under the Resource Management Act 1991).

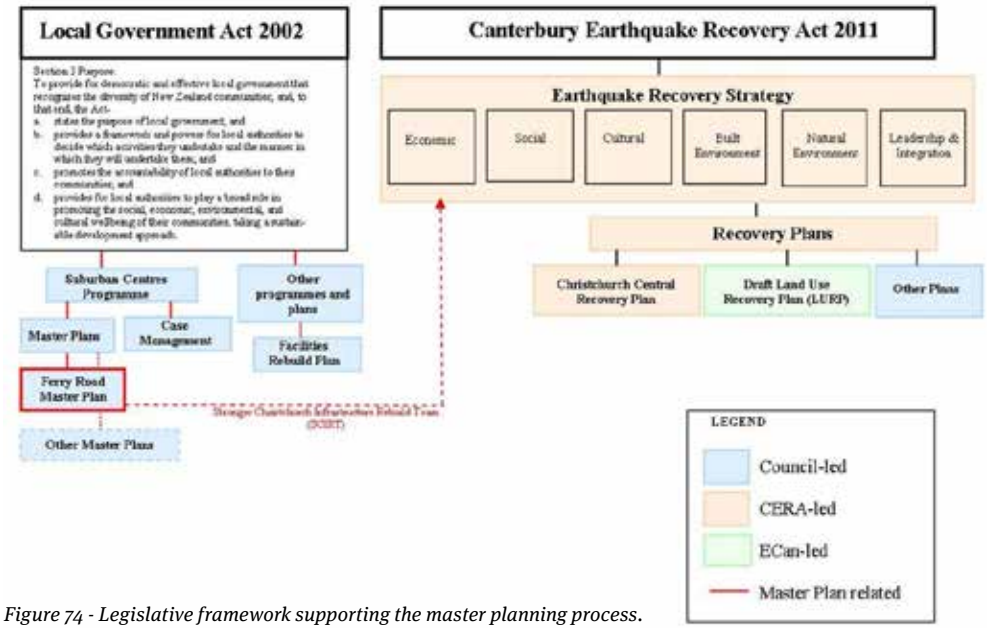


Figure 74 - Legislative framework supporting the master planning process.

Appendix One

The Ferry Road Master Plan has been informed by a number of other policies and plans including:

Tāngata whenua

Mahaanui Iwi Management Plan 2013

Local authorities have statutory obligations under the Local Government Act and the Resource Management Act to appropriately recognise, protect and provide for tāngata whenua values and interests.

The Mahaanui Iwi Management Plan 2013 has been prepared by the six Papatipu Rūnanga of the takiwā that extends from the Hurunui River in the north, to the Hakatere / Ashburton River in the south, inland to Kā Tiritiri o Te Moana (the Southern Alps), and including Te Pātaka o Rākaihautū (Banks Peninsula) and the coast.

The Iwi Management Plan (IMP) sets out the mandated statement of objectives, issues and policies for natural resource and environmental management in the collective takiwā. It is a tool for tāngata whenua to express their identity as manawhenua and their objectives as kaitiaki, to protect their taonga and resources, and their relationships with these. The IMP was formally lodged with councils across the takiwā at a ceremony on Friday 1 March 2013, at Tuahiwi Marae.

Extracts from the Subdivision Guidelines can be found in Appendix three.

The full Iwi Management Plan can be found at: http://mkt.co.nz/mahaanui-iwi-management-plan

Christchurch City Council

Christchurch District Plan

The Christchurch District Plan (also known as the City Plan) provides a framework for the management of land use and subdivision and is prepared under the Resource Management Act 1991.

When evaluating the long-term size and function of the centres along Ferry Road, relevant policies in the District Plan for the distribution of commercial activity and expansion of suburban centres apply. Where there is any conflict with Master Plan principles, actions or images provisions in the District Plan take precedence.

The Council initiated a review of the District Plan on 1 July 2013 beginning with the most urgent issues related to earthquake recovery. More information on the impacts of the District Plan Review on this Master Plan can be found in s3.6.3.

Appendix Two provides extracts from the District Plan relevant to commercial activities along Ferry Road.

The full District Plan is available at: www.cityplan.ccc.govt.nz

Appendix One

Proposed Plan Change 56 (PC56)

Research and consultation conducted in 2008 found significant urban design issues with new buildings in the suburban centres. Proposed PC56 sought to address these matters by requiring buildings in the B1 zone to be built up to the street and buildings in the B2 zone to be built up to at least 65 per cent of the road frontage. Most consent applications for developments in the B1 and B2 zones would need to be supported by an urban design assessment. PC56 also required visually transparent frontages and verandas along the street frontage. Consent officers would have more discretion with parking requirements where this would result in improved design outcomes.

The provisions of proposed PC56 are now being considered through the District Plan Review.

Long Term, Three Year and Annual Plans

The Long Term Plan (LTP) is the Council's 10-year business plan which specifies the services to be provided and how they will be funded.

Related to the LTP is the Council's Annual Plan, which explains how the Council intends to finance its activities and services for that year.

In response to the earthquakes, Council postponed the preparation of the Long Term Plan (which would normally have been undertaken in 2013) until 2015 so an earthquake recovery cost-sharing method could be worked out together. Instead, a Three Year Plan (TYP) for 2013-2016 was adopted by Council in June 2013.

The Christchurch City Three Year Plan, can be viewed here: www.ccc.govt.nz/thecouncil/policiesreportsstrategies/ltccp/Index.aspx

Christchurch Transport Strategic Plan

The purpose of the Christchurch Transport Strategic Plan (CTSP) is to create a city that is easier to move around, provides travel choice, supports a vibrant economy and creates stronger, healthier communities. To achieve this, the CTSP has identified four goals and a range of actions for implementation over the next 30 years.

General provisions of relevance to the Master Plan include:

- improvements to public transport infrastructure and services
- improvements to the allocation of road space through the re-allocation of on-street carparking, especially in core walking and cycling streets
- the protection of the strategic freight network
- investment in green infrastructure and enhancements in road renewals

Cycle Design Guidelines have been prepared as part of the CTSP and will influence the design, implementation and review of all new cycle facilities in Christchurch.

Both the CTSP and the Cycle Design Guidelines can be found at: www.ccc.govt.nz/thecouncil/policiesreportsstrategies/transportplan/index.aspx

Appendix One

Facilities Rebuild Plan

Decisions on the future of Woolston Library will be made as part of the Council's Facilities Rebuild Plan. Decisions for the site must take place within the context of all 1600 Council-owned facilities across the city and in Banks Peninsula. The Council anticipates that it could take until 2014 for decisions to be made about all the facilities included in the project due to the length of the Detailed Engineering Evaluations (DEE) assessment process and other considerations such as the insurance process.

Public consultation has already occurred as part of key Council strategies around its facilities and services. Further consultation is likely to take place for major facilities.

More information on the Council's Facilities Rebuild Plan is available at: www.ccc.govt.nz/thecouncil/councilfacilities/index.aspx

Libraries 2025 Facilities Plan

The Libraries 2025 Facilities Plan is a framework to guide the future development of the Christchurch City Libraries network through to 2025. The Plan contains a framework comprising principles, tactics and criteria for the provision of a libraries' network in Christchurch.

To view the Libraries 2025 Facilities Plan see: http://christchurchcitylibraries.com/2025/

Master plans for Main Road and Sumner Village Centre and other Council work programmes

The Council's work programme includes a number of projects and initiatives for the area from Ferry Road to Sumner. These include master plans for Main Road and Sumner Village Centre, road realignment, strategic walkway linkages, underground pipe replacement and other roading repair work.

Council officers are currently in the process of integrating these projects. The ongoing management and delivery of these projects needs to reflect both the demands for immediate earthquake repair and recovery and the desire for long-term planning initiatives such as the Christchurch Coastal Pathway.

More information about the Main Road and Sumner Village Centre Master Plans can be found at: www.ccc.govt.nz/suburbancentres

Previous improvement projects in the area

Previous improvement projects around Ferry Road, including the Woolston (1993), Phillipstown (1994) and Charleston (2001) Neighbourhood Implementation Plans; Restoring Steam Wharf Stream (1997) and the Mid-Heathcote River/Ōpāwaho Linear Park Master Plan (2009), have been considered in the preparation of this Plan.

Appendix One

Canterbury Earthquake Recovery Agency (CERA)

Canterbury Earthquake Recovery Act 2011 and Recovery Strategy

The Government has prepared a Recovery Strategy under Section 15 of the Canterbury Earthquake Recovery Act to provide a vision, goals and a road map for earthquake recovery in Greater Christchurch. The aim of the Recovery Strategy is to coordinate an efficient and effective recovery work programme and to establish principles to guide how CERA and other agencies will work together.

The Recovery Strategy can be found at: http://cera.govt.nz/recovery-strategy/overview.

The Christchurch Central Recovery Plan

The Christchurch Central Recovery Plan (CCRP) outlines the future development of central Christchurch. It incorporates a spatial Blueprint Plan including key anchor projects such as a new stadium and an innovation precinct near Phillipstown / Charleston.

While these proposals have been considered as part of the development of this plan, the scope of the Master Plan does not include sections of Ferry Road that lie within the four avenues. These are covered by the CCRP.

To view the Christchurch Central Recovery Plan see: http://ccdu.govt.nz/the-plan

Environment Canterbury (ECan)

Land Use Recovery Plan (LURP)

The Land Use Recovery Plan (LURP) identifies what needs to be done in the short and medium-term to co-ordinate land use decision-making as Canterbury transitions from earthquake recovery to long-term planning. It identifies which organisations are responsible for carrying out actions related to the rebuild of existing communities and the development of new communities and the timelines for implementation.

It includes proposed amendments to Environment Canterbury's Regional Policy Statement, the Christchurch City District Plan, the Selwyn District Plan and the Waimakariri District Plan.

For more information on the Land Use Recovery Plan see: www.developingchoices.org.nz

Appendix One

Canterbury Regional Public Transport Plan

Work to date identifies Ferry Road as a core public transport corridor. There is ongoing consultation with Environment Canterbury on future bus routes and appropriate targeted priority measures that also align with the Regional Public Transport Plan.

More information can be found at: http://ecan.govt.nz/our-responsibilities/regional-land-transport/pages/regional-passenger-transport-plan.aspx

Joint projects and programmes

Stronger Christchurch Infrastructure Rebuild Team

The Stronger Christchurch Infrastructure Rebuild Team (SCIRT) has initiated a large-scale work programme for repairing and rebuilding infrastructure damaged by the earthquake, including roads and Council-owned assets. SCIRT's role is to replace damaged infrastructure, including sewer and water pipes and roads, generally on a like-for-like basis, with the Council adding value to that work where possible.

SCIRT's repair programme can be found on their website at: http://strongerchristchurch.govt.nz/works

Greater Christchurch Urban Development Strategy

The Greater Christchurch Urban Development Strategy (UDS) uses integrated planning to achieve efficient land and energy use. It sets out a long-term vision, guiding principles and strategic directions and an action plan to encourage vibrant centres throughout the Greater Christchurch area connected by efficient and sustainable infrastructure.

The UDS promotes higher density housing along transport corridors to support public passenger transport.

To read the UDS see: www.greaterchristchurch.org.nz/Strategy

Appendix Two

Appendix Two: Relevant District Plan provisions

This appendix summarises the parts of the operative Christchurch District Plan that are most relevant to the scale and function of suburban centres, and to the commercial centres along Ferry Road specifically.

District Plan Objectives, Business (Volume 2, Section 12)

Objective 12.1 and its associated policies are concerned with the distribution of business activity. It seeks to have a distribution, scale and form of business activity that provides the community with access to goods, services and opportunities for interaction. While recognising that some centres are suitable for expansion in certain situations, any expansion of suburban centres through the District Plan should

a. assist in consolidating the role and functions of the centre;

b. be linked to population distribution;

c. avoid expansion into areas identified for residential consolidation; and

d. not have an adverse impact on other centres.

Objective 12.7 specifically concerns the role of suburban centres in enabling people to meet their needs for goods, services and social interaction. There is recognition within this objective that suburban centres provide for these needs conveniently for local populations. There is also an expectation of change, over time, with some centres growing while others decline in significance in response to a changing commercial market.

Objective 12.8 seeks a high standard of amenity, design and layout for suburban centres. Good design and layout should be promoted at every opportunity to maintain an acceptable level of amenity and maintain the suburban centres' role as important servicing points for the residential areas of the city.

District Plan Rules (Volume 3)

The rules are the detailed means of implementing the objectives, polices and methods of the City Plan. Outlined below are the specific rules that apply to the zones of activity in the centres along Ferry Road (i.e. the Business 1, 2 and 4 zones).

Part 3 Business

The centres along Ferry Road are classified as 'Local' and 'District' centres. These zones are designed to meet the daily convenience shopping needs of their immediate catchment.

1.2 Business 1 – Local Centre general description

The purpose of these zones is to supply local opportunities for employment and small retail shops. The Business 1 zone is typically characterised by blocks of small and often older commercial buildings.

Appendix Two

1.3 Business 2 – District Centre general description

The purpose of these zones is to provide for building development greater in scale and intensity than the Business 1 zone, and to provide for a supermarket business and one or more community facilities. The Business 2 zone component identifies the focal point of the centre.

3.2 Residential activity in the Business 1 zone

Residential units may be built in Business 1 zones adjoining a Living 3 zone. Residential units in these zones must comply with the standards applicable to Living 3 zones in addition to the Business 1 zone. Residential activity is anticipated to higher density in Business 1 zones hence the requirement to meet higher density standards (rule 7.3.1).

Other

Business 4 (Suburban Industrial)

Along Ferry Road, many of the commercial centres are surrounded by Business 4 zones. The purpose of B4 zones is to provide for light industry, warehousing and service industries and some ancillary commercial activities such as offices or cafes. Some retailing is allowed as long as it is of a nature and scale that does not compromise the function and amenity of the Central City and District Centres.

Some additional provision has been made for retail, commercial and residential activity at 2 Waterman Place in Ferrymead to recognise existing consents.

Part 12 Transport

Issues around access location, type and manoeuvring space are assessed on a case-by-case basis as part of the assessment matters for resource consent (if required). Most relevant to the redevelopment of centres along Ferry Road are the rules around minimum parking standards.

Part 12, 2.2.1 Parking space numbers

Parking requirements are activity rather than zone based. The general requirement for retail activity will depend on floor area of the activity for cars. A typical example that would apply to the bulk of retail units in the Woolston Village centre requires four carparking spaces per 100 square metres for Gross Leasable Floor Area (GLFA) of less than 750 square metres. Cycle parking is currently set at one space per 100 square metres GLFA.

Other activities will attract greater or lesser parking requirements. Another typical activity would be food and beverage outlets. The District Plan requires four carparking spaces per 100 square metres Public Floor Area (PFA) for the first 150 square metres PFA and 19 spaces per 100 square meters PFA thereafter. Cycle parking is currently set at one space per 100 square metres PFA.

Appendix Two

Flood Management Areas

Much of Ferry Road, including the Ferrymead and Woolston centres, is located within a Flood Management Area (FMA). Both the City Plan and the Building Act contain requirements for minimum floor levels. There are exemptions to this rule for small additions and accessory buildings to properties. However, in the majority of cases, work will be required to address issues of flood risk and incorporate methods of development that minimise the impact of flooding.

Within FMAs, a resource consent will generally be required on a rebuild or extension in business zones as a controlled activity (i.e. the simplest levels of planning consent). Rebuilds on the same or similar footprints may be exempt from this if existing use rights can be proven. If a resource consent is required, the Council may only consider flooding related issues. Generally, within the tidally influenced FMAs, floor levels will be required to be at or above 11.8 metres above CCC Datum, but specific advice should be sought from the Council for individual sites.

Properties outside of the FMAs, where floor levels will be controlled only under the Building Act, may still require floor levels to be raised for new buildings to meet the terms of the Building Code, also including an allowance for sea level rise.

Appendix Two

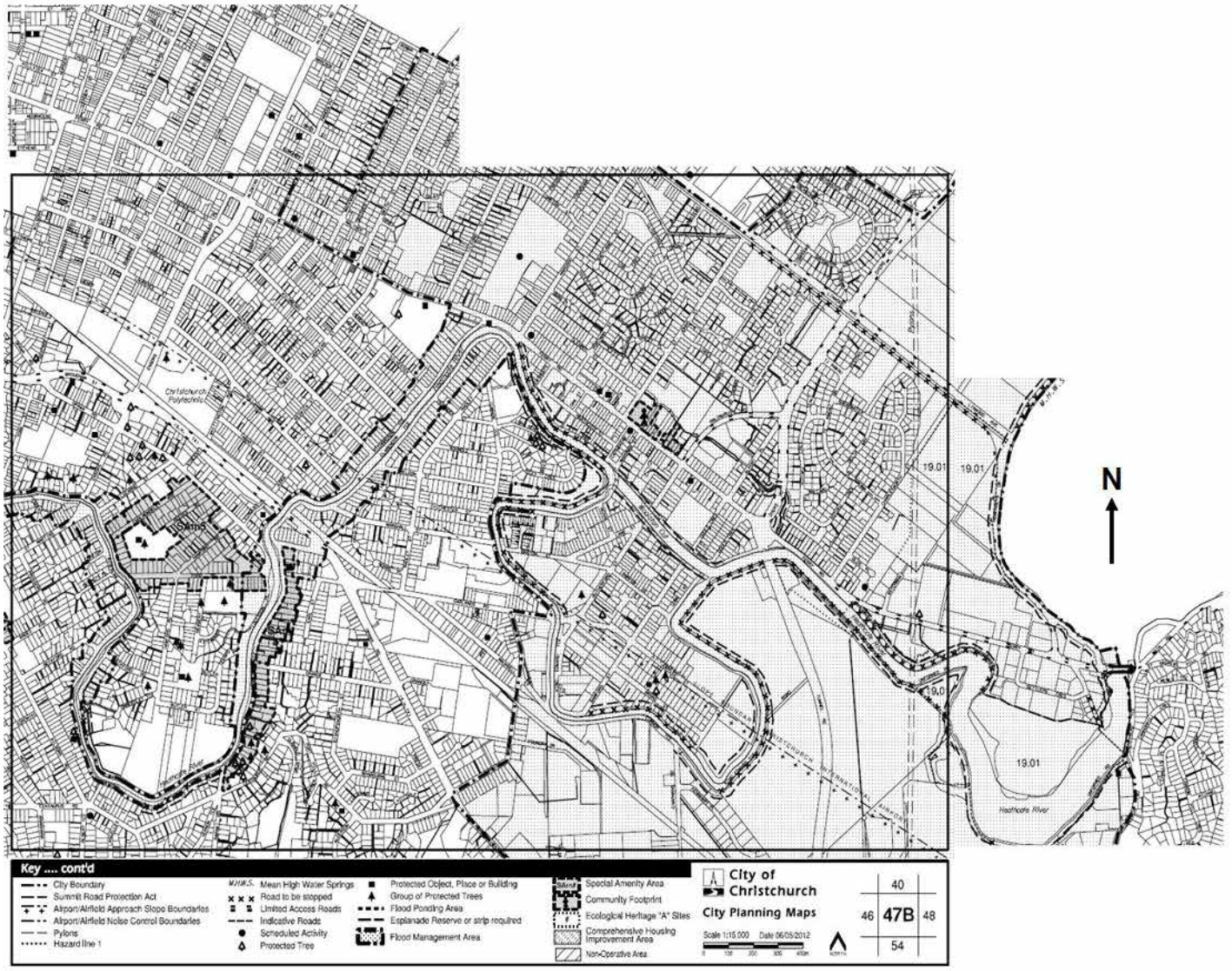


Figure 75 - Flood Management Areas around Ferry Road from District Plan maps 40, 47B and 48

Appendix Two

Outline Development Plan for Ferrymead

Ferrymead has been identified as a potential mixed-use centre, integrating community, commercial and residential uses. Policy 12.8.14 in the Outline Development Plan (ODP) for Ferrymead seeks to encourage "a scale and grain of activity that increases the vibrancy of the area, a diverse, mixed-use town centre rather than a traditional retail mall outcome".

An ODP was developed for the B2 land in Ferrymead to support this outcome. The ODP shows indicative locations for key links and accessways, landscaping setbacks and future areas for development.

The ODP also limits retail activity within the B2 zone to the ground floor level only and caps gross leasable floor area at 30,000 square metres to encourage office and residential uses on higher levels and to control traffic generation effects on the site. The B2 zone in Ferrymead has a 20 metre height limit.

Other relevant provisions specific to Ferry Road

5.4.6 Height limits in B4 zone in Ferrymead – 15 metre (compared with 20 metre in other parts of the city). This is to maintain built development at a height consistent with existing buildings and to recognise the natural setting.

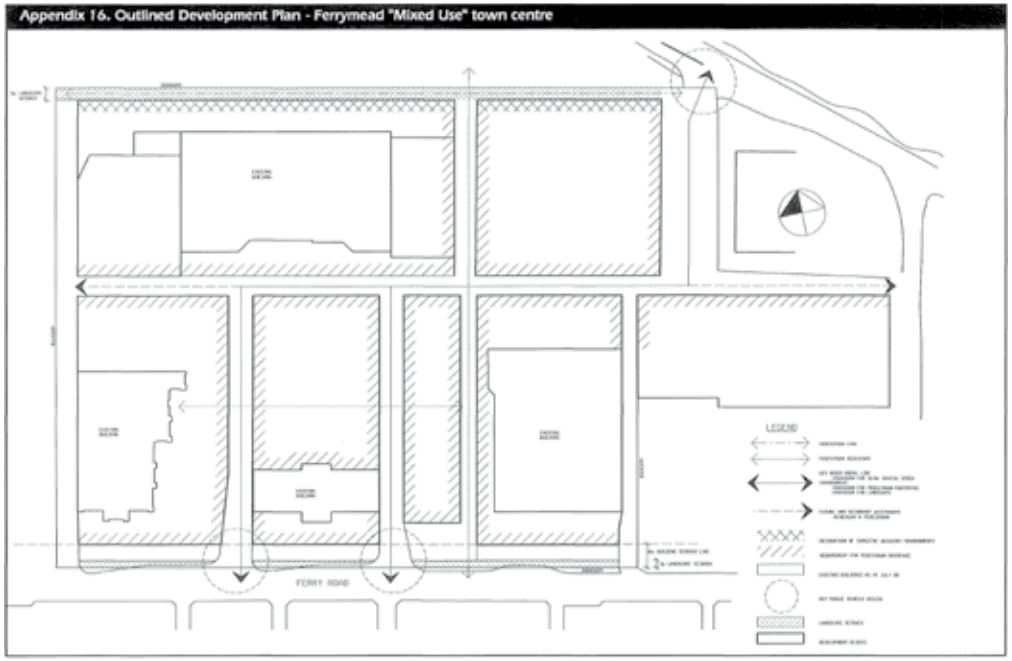


Figure 76 - Outline Development Plan for Ferrymead from District Plan Volume 3: Part 3 Business Zones: Appendix 16.

Appendix Two

Road-widening designations

Two road-widening designations are in place for Ferry Road. When the four-laning is implemented at Phillipstown / Charleston, four trees at the front of the Edmonds Factory Garden site are required to be retained. A number of other trees could be relocated on site.

The four-laning scheme is not currently funded in the Council's Three Year Plan for 2013-2016, but was scheduled in the Long Term Plan before the earthquakes for 2015/2016.

Figure 77 - Road-widening designation at Phillipstown / Charleston.

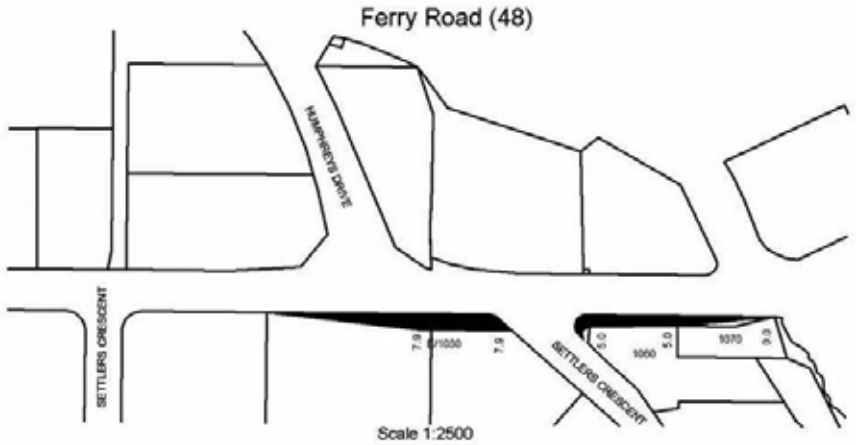


Figure 78 - Road widening designation in Ferrymead.

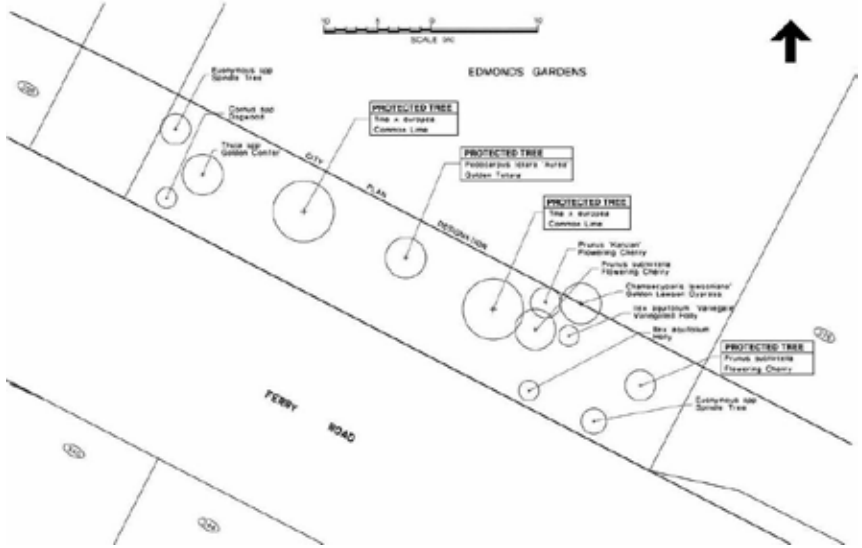


Figure 79 - Protected trees at the front of Edmonds Factory Garden.

Appendix Three

Appendix Three: Mahaanui Iwi Management Plan Subdivision and Development Guidelines

These guidelines should be read in conjunction with the policies and explanations found in the Mahannui Iwi Mangagement Plan pp.105-110.

Cultural landscapes

1.1 A cultural landscape approach is the most appropriate means to identify, assess and manage the potential effects of subdivision and development on cultural values and significant sites [refer Section 5.8 Issue CL1].

1.2 Subdivision and development that may impact on sites of significance is subject Ngāi Tahu policy on Wāhi tapu me wāhi taonga and Silent Files (Section 5.8, Issues CL3 and CL4).

1.3 Subdivision and development can provide opportunities to recognise to Ngāi Tahu culture, history and identity associated with specific places, and affirm connections between tāngata whenua and place, including but not limited to:

i. protecting and enhancing sites of cultural value, including waterways;

ii. using traditional Ngāi Tahu names for street and neighborhood names, or name for developments;

iii. use of indigenous species as street trees, in open space and reserves;

iv. landscaping design that reflects cultural perspectives, ideas and materials;

v. inclusion of interpretation materials, communicating the history and significance of places, resources and names to tāngata whenua; and

vi. use of tāngata whenua inspired and designed artwork and structures.

Appendix Three

Stormwater

2.1 All new developments must have on-site solutions to stormwater management (i.e. zero stormwater discharge off-site), based on a multi-tiered approach to stormwater management that utilises the natural ability of Papatūānuku to filter and cleanse stormwater and avoids the discharge of contaminated stormwater to water [refer to Section 5.4, Policy P6.1].

2.2 Stormwater swales, wetlands and retention basins are appropriate land based stormwater management options. These must be planted with native species (not left as grass) that are appropriate to the specific use, recognising the ability of particular species to absorb water and filter waste.

2.3 Stormwater management systems can be designed to provide for multiple uses. For example, stormwater management infrastructure as part of an open space network can provide amenity values, recreation, habitat for species that were once present on the site, and customary use.

2.4 Appropriate and effective measures must be identified and implemented to manage stormwater run off during the construction phase, given the high sediment loads that stormwater may carry as a result of vegetation clearance and bare land.

2.5 Councils should require the upgrade and integration of existing stormwater discharges as part of stormwater management on land rezoned for development.

2.6 Developers should strive to enhance existing water quality standards in the catchment downstream of developments, through improved stormwater management.

Earthworks

3.1 Earthworks associated with subdivision and development are subject to the general policy on Earthworks (Section 5.4 Issue P11) and Wāhi tapu me wāhi taonga (Section 5.8, Issue CL3), including the specific methods used in high and low-risk scenarios for accidental finds and damage to sites of significance.

3.2 The area of land cleared and left bare at any time during development should be kept to a minimum to reduce erosion, minimise stormwater run off and protect waterways from sedimentation.

3.3 Earthworks should not modify or damage beds and margins of waterways, except where such activity is for the purpose of naturalisation or enhancement.

3.4 Excess soil from sites should be used as much as possible on site, as opposed to moving it off site. Excess soil can be used to create relief in reserves or buffer zones.

Appendix Three

Water supply and use

4.1 New developments should incorporate measures to minimise pressure on existing water resources, community water supplies and infrastructure, including incentives or requirements for:

i. low water use appliances and low flush toilets;

ii. grey water recycling; and

iii. rainwater collection.

4.2 Where residential land development is proposed for an area with existing community water supply or infrastructure, the existing supply or infrastructure must be proven to be able to accommodate the increased population prior to the granting of subdivision consent.

4.3 Developments must recognise, and work to, existing limits on water supply. For example, where water supply is an issue, all new dwellings should be required to install rainwater collection systems.

Waste treatment and disposal

5.1 Developments should implement measures to reduce the volume of waste created within the development, including but not limited incentives or requirements for:

i. low water use appliances and low flush toilets;

ii. grey water recycling; and

iii. recycling and composting opportunities (e.g. supporting zero waste principles).

5.2 Where a development is proposed for an area with existing wastewater infrastructure, the infrastructure must be proven to be able to accommodate the increased population prior to the granting of the subdivision consent.

5.3 New rural residential or lifestyle block developments should connect to a reticulated sewage network if available.

5.4 Where new wastewater infrastructure is required for a development:

i. the preference is for community reticulated systems with local treatment and land-based discharge rather than individual septic tanks; and

ii. where individual septic tanks are used, the preference is a wastewater treatment system rather than septic tanks.

Appendix Three

Design guidelines

6.1 New developments should incorporate low-impact urban design and sustainability options to reduce the development footprint on existing infrastructure and the environment, including sustainable housing design and low-impact and self sufficient solutions for water, waste, energy such as:

i. position of houses to maximise passive solar gain;

ii. rainwater collection and greywater recycling;

iii. low energy and water use appliances;

iv. insulation and double glazing; and

v. use of solar energy generation for hot water.

6.2 Developers should provide incentives for homeowners to adopt sustainability and self sufficient solutions as per 6.1 above.

6.3 Urban and landscape design should encourage and support a sense of community within developments, including the position of houses, appropriately designed fencing, sufficient open spaces and provisions for community gardens.

6.4 Show homes within residential land developments can be used to showcase solar hot water, greywater recycling and other sustainability options, and raise the profile of low impact urban design options.

Landscaping and open space

7.1 Sufficient open space is essential to community and cultural wellbeing, and the realisation of indigenous biodiversity objectives, and effective stormwater management.

7.2 Indigenous biodiversity objectives should be incorporated into development plans, consistent with the restoration and enhancement of indigenous biodiversity on the landscape.

7.3 Indigenous biodiversity objectives to include provisions to use indigenous species for:

i. street trees;

ii. open space and reserves;

iii. native ground cover species for swales;

iv. stormwater management network; and

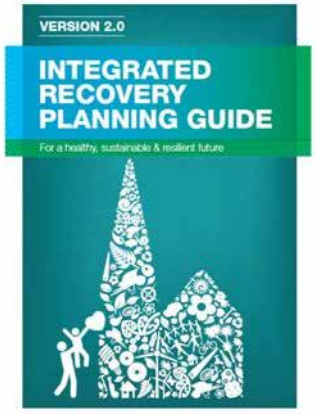
v. home gardens.

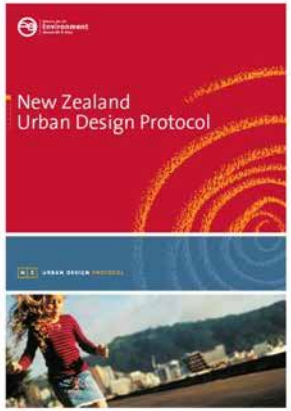
7.4 Indigenous species used in planting and landscaping should be appropriate to the local environment, and where possible from locally sourced seed supplies.

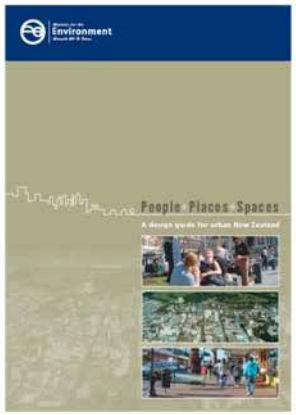
7.5 Options and opportunities to incorporate cultural and/or mahinga kai themed gardens in open and reserve space can be considered in development planning (e.g. pā harakeke as a source of weaving materials; reserves planted with tree species such as mātai, kahikatea and tōtara could be established with the long-term view of having mature trees available for customary use).

7.6 Developers should offer incentives for homeowners to use native species in gardens, including the provision of lists of recommended plants to avoid, discounts at local nursery, and landscaping ideas using native species.

Appendix Four







Appendix Four: Recovery framework

An overarching framework was prepared by the Suburban Centres Programme to guide the framing of master plan goals and actions. A framework provides goals for recovery-driven development.

The framework has drawn from the following sources:

- The four environmental wellbeings (natural, social, economic and cultural) to ensure planning is undertaken in a holistic and overarching manner.
- The Integrated Recovery Planning Guide (Version 2.0, June 2011).
- Urban design concepts and principles set out in the Ministry for the Environment's New Zealand Urban Design Protocol (UDP) (March 2005) and People+Places+Spaces: A design guide for urban New Zealand (PPS) (March 2002).

The Integrated Recovery Planning Guide was developed by the Council and the Canterbury District Health Board in consultation with other stakeholders. It provides an earthquake-specific revision of the 2008 planning document, Health Promotion and Sustainability through Environmental Design: A Guide for Planning (HPSTED). The guide assists people involved in recovery planning to integrate outcomes relevant to health, wellbeing and sustainability into policy and planning.

Appendix Four

Economy and business goals

Economic development: Prosperous businesses; quality employment and job security; creating opportunities for training and employment and encouraging business opportunities; supporting existing businesses.

Equity: Fairness to current and future community; improving housing standards; supporting employment and educational opportunities.

Movement goals

Accessibility for all: Finding balance between the needs of all road users within the town centre and the wider transport network; reinforcing entry, departure and identity; strengthening connections and route choice.

Strategic network: Considering the wider network effects of traffic movements, in particular the relationship of through movements to the Central City, State Highways and arterial networks.

Active transport: Promoting frequent and reliable public transport, and encouraging active travel modes such as walking and cycling.

Parking: Providing convenient on and off-street parking opportunities for the commercial core to encourage people to stop and spend. Working within the framework of the Parking Strategy to utilise parking efficiently.

Natural environment goals

Natural capital: Supporting local biodiversity and ecosystem services; providing green spaces which supports wildlife and the experience of natural heritage

Resource sustainability: Reducing reliance on fossil fuels and the use of non-renewable resources and energy; improving air quality; minimising water use and waste and support for green building.

Lifestyles: Improving opportunities for play and exercise; encouraging cycle and walking opportunities and accessible and diverse open places and spaces.

Food security: Access to wholesome, affordable and locally-produced food; safeguarding productive soils and finding sites for community food production.

Community wellbeing, culture and heritage goals

Public services: Enhancing access to quality public services and facilities — social, educational, recreational and health and co-locating community services, facilities and businesses.

Social and community capital: Building strong social connections — supporting social cohesion and building social capital; supporting and providing opportunities for social interaction, leisure, engagement and shared decision-making.

Community resilience: Planning and preparing for future disasters and climatic changes.

Cultural diversity: Inclusion, acceptance and tolerance of ethnicity, socio-economic status and personal characteristics; ensuring tāngata whenua contributions and the principles of the Treaty of Waitangi are reflected in the redevelopment of the centre.

Built environment goals

Community safety: Reducing crime rates and using Crime Prevention Through Environmental Design principles and traffic-calming techniques.

Neighbourhood amenity: Well-designed public amenities; consistency with the Urban Design Protocol; reflecting neighbourhood identity; maintaining and future-proofing heritage features and rebuilding neighbourhood shops.

Housing stock: Affordable, efficient, secure, dry and warm accommodation; upgrading existing housing stock and finding opportunities for more efficient use of land for housing.

Appendix Five

Appendix Five: Summary of consultation undertaken

Phase One: Research and information gathering

The community identified key issues at workshops and drop-in sessions held in October 2011. Eleven focus group sessions were held with invited stakeholders. Public drop-in sessions were also held to gather local knowledge and information.

Organisations and individuals invited to the focus group sessions included:

• Local Governance:

Hagley/Ferrymead Community Board members:

Bob Todd (Chariman) , Islay McLeod, Tim Carter, David Cox, Yani Johanson, Brenda Lowe-Johnson, Nathan Ryan

• Members of Parliament:

Ruth Dyson, David Carter, Nicky Wagner, Rahui Katene, Brendon Burns

• CERA:

Richard MacGeorge, Diane Turner, Steve Wakefield

• Property owners:

Letters were mailed out to all commercial property owners with land fronting Ferry Road or located within the Woolston or Ferrymead commercial centres.

• Transportation stakeholders:

- Lyttelton Port Company
- NZ Police
- NZTA
- St John's Ambulance
- Disabled Persons Assembly
- NZAA
- CCS Barrier Free Auditor
- NZ Trucking Association
- RNZ Foundation for the Blind
- NZ Road Transport Association
- SPOKES
- Taxi Federation
- Landcare (sustainability advisor)
- Tramway Historical Society
- Environment Canterbury
- Living Streets
- NZ Fire Service
- Deaf Aotearoa

Appendix Five

Community:

Local Iwi representatives (Re Rūnanga o Ngāi Tahu):

Andrea Lobb

Representatives were also invited from the following organisations:

- Taylors Mistake Residents' Association
- Sumner Residents' Association
- Sumner Community Group
- Clifton Neighbourhood Committee
- Redcliffs Residents' Association
- Mt Pleasant Residents' Association & Community Centre
- Heathcote Valley Community Association
- Heathcote Village Project
- Ferrymead/Brookhaven Residents' Association
- Woolston Community Association & Community Centre
- Roimata Community Incorporated Society
- Charleston Neighbourhood Association
- Philipstown Residents' Association & Community Centre
- Linwood Neighbourhood Committee
- Inner City East Neighbourhood Association
- Linwood College
- Sumner School
- Kimihia Learning Centre
- Woolston School
- Bamford School
- Phillipstown School
- St Anne's School – Woolston
- Anglican Parks of Heathcote/Mt Pleasant
- St Johns Woolston
- Grace Vineyard Church
- Mt Pleasant/Heathcote/Ferrymead Presbyterian Church
- St Annes Woolston Church
- Inner City Interagency Trust
- Avon Heathcote Estuary Ihutai Trust
- Christchurch Estuary Association
- Te Waipounamu Maori Wardens
- Friends of the Edmonds Factory Gardens
- Woolston Development Project
- Sumner Redcliffs Historical Society
- Sport Canterbury
- Linwood Avenue Corner Community Trust
- Te Pihopatanga O Te Waipounamu
- Christchurch Yacht Club
- Mt Pleasant Yacht Club
- Canterbury Windsports Association
- Christchurch Civic Trust
- Christchurch Beautifying Association
- Age Concern
- Community Watch City-Sumner
- Neighbourhood Support Canterbury
- Mt Pleasant Bowling Club
- Woolston Rugby League
- Woolston Club
- Lions of Ferrymead

Canterbury District Health Board:

Dr. Anna Stephenson and Alison Bourn peer reviewed the pre-draft document.

Appendix Five

Phase Two: Formal consultation on the Draft Ferry Road Master Plan

Based on the feedback from the initial workshops, drop-in sessions and meetings with key stakeholders, a Draft Master Plan was prepared and approved by the Council for consultation in November 2012. The Draft Plan was made available for public comment in January and February 2013. Three drop-in sessions were also held in February near each of the three centres affected by the Master Plan.

In total, 68 submissions were received on the Draft Plan. The key issues identified in these submissions are summarised in Appendix Six. A summary of the submissions and recommended revisions to the Plan were presented to the Hagley/Ferrymead Community Board and the Council in June 2013. It was resolved not to hold hearings on the submissions, but to organise additional urban design workshops to give submitters and land and business owners an additional opportunity to comment on draft urban design principles for Woolston and Ferrymead.

Phase Three: Urban design workshops and additional stakeholder engagement

Urban design workshops were held in Ferrymead and Woolston in August 2013. Invitees to these workshops included submitters who raised urban design concerns or commented on the proposed urban design guidelines action and land and business owners who would be affected by any additional urban design principles for the centres. Invitations were sent to all land and business owners with properties fronting Ferry Road in Woolston and Ferrymead.

More than 30 people attended the workshop for Ferrymead and 15 for Woolston. Feedback from these workshops was used to develop the urban design principles for the Woolston and Ferrymead centres included in the final version of the Master Plan.

Follow-up meetings were also held with several other submitters on the Draft Plan to clarify or resolve issues raised in submissions. These include meetings with NZTA, Environment Canterbury, Spokes Canterbury, the New Zealand Heavy Haulage Association, Foodstuffs, 8010 Urbanists and Mahaanui Kurataiao Ltd (MKT).

Appendix Six

Appendix Six: Summary of issues identified in consultation

Key issues have been identified in order to inform the goals, vision and actions for the corridor. These are broken down into the five recovery framework themes

Economy and business

Movement

Natural environment

Community wellbeing, culture and heritage

Built environment

Draft issues were developed in consultation with the community and key stakeholders (see Appendix Four). Technical experts have also provided information about known challenges along the corridor.

Appendix Six

Economy and business	
E1	Rapidly changing conditions and ongoing uncertainty have increased risk and cost for investors and the business community. Proposed design principles need to be flexible in light of this.
E2	Damage to buildings and roads, demolished buildings and population movement have decreased passing trade and footfall for businesses along the route.
E3	In Phillipstown / Charleston, a clear focal point for commercial development has not emerged.
E4	In Woolston, an overdependence on convenience-based retail and passing trade has reduced the long-term resilience of the centre.
E5	In Ferrymead, temporary loss of the supermarket has had a negative impact on other businesses in the area.
E6	In Ferrymead and Woolston, aspirations for additional retail and commercial development in the B4 (Suburban Industrial) areas surrounding the B1 (Local Centre Fringe) and B2 (District Centre Core) areas must be balanced against the risk of oversupply of land, and retail distribution and traffic effects.
E7	If the centres are expanded, there is a risk that businesses currently benefitting from lack of competition and proposed new permanent commercial developments may struggle once the Central City and other suburban centres begin to recover.
E8	While the current zoning provisions in B1 and B2 enable mixed-use developments, and the B2 area in Ferrymead particularly was envisaged as a 'Mixed-Use Town Centre', these types of developments have not eventuated.

Figure 82 - Ferrymead Countdown before demolition (see Issue E5).

Appendix Six

Movement	
M1	During peak traffic hours, it is difficult for pedestrians to cross Ferry Road easily and safely.
M2	Connections to key current and future pedestrian and cycle routes (along the Ōpāwaho/Heathcote River; the key cycleway on Linwood Avenue; the future Coastal Pathway; Ihutai/Avon-Heathcote Estuary) are limited in number, not clearly legible, and of variable quality.
M3	Cycling along Ferry Road is perceived as unsafe. Reasons cited include narrow cycle lane width, lack of separation from traffic, on-street parking, traffic speeds and frequency of vehicle accessways.
M4	Cycle lanes in parts of Ferry Road are narrower than the widths recommended in the Council's Cycle Design Guidelines.
M5	Buses can be delayed by traffic congestion, particularly at the Aldwins/Ensors intersection and through Woolston.
M6	There is significant traffic congestion at the Phillipstown / Charleston end of the corridor, particularly at the Moorhouse Avenue and Aldwins/Ensors intersections.
M7	The needs of businesses dependant on passing trade to provide convenient, visible carparking must be balanced with the amenity and safety effects of on-street parking, large carparks at the front of buildings and frequent carpark accesses on amenity and safety for pedestrians and cyclists.
M8	Traffic congestion occurs in Woolston during peak hours due in part to 'side friction' from parking manoeuvres and vehicles turning onto the road from side streets and carparks.
M9	If an education hub emerges around Woolston School, additional pedestrian and cycle safety measures should be considered.
M10	In Ferrymead, pedestrian circulation is not attractive either within or around the B2 centre. Visitors are not encouraged to walk from one location to another. Integration between developments on either side of Ferry Road is limited.
M11	In Ferrymead, the centre is difficult to access on foot from its main residential catchment (the seaside and hill suburbs on the other side of the bridge). Most visitors drive to and around Ferrymead.
M12	It is difficult for vehicles to make movements in and out of Ferry Road outside of signalised intersections, particularly in Ferrymead.

Appendix Six

Figure 83 - Bus stops and carparks painted over the kerb at Phillipstown / Charleston.

Figure 84 - Underused on-street carparking on Glenroy Street.

Figure 85 - Ferry Road is currently one of the busiest roads for cyclists in Christchurch.

Appendix Six

Natural environment	
N1	Parts of Ferrymead and Woolston are low-lying and at risk of inundation, particularly as a result of storm surge, tsunami or sea level rise. Sea level rise is expected to continue and it may not be economic in the long-term to mitigate its effects in all parts of Christchurch.
N2	Further large-scale development in Flood Management Areas, may increase the intensity and magnitude of impacts from an inundation event on the local community.
N3	A history of industrial/municipal pollution into the Ihutai / Avon-Heathcote Estuary and Ōpāwaho / Heathcote River has led to the poor health of the waterway and its flora and fauna and has significantly reduced the occurrences of many of the species valued by Ngāi Tahu as mahinga kai.
N4	Links and entrances to key open spaces are not always clearly legible from Ferry Road or integrated with the centres (e.g. Charlesworth Reserve, Settlers Reserve, the Ferrymead towpath, the Ōpāwaho / Heathcote River in Woolston, Edmonds Factory Garden).
N5	Strong easterly winds and salt spray limit the species that can be planted in Ferrymead and can create an uncomfortable environment for pedestrians and cyclists.
N6	Some of the street tree planting in Woolston is poorly maintained or sited in conditions that make it difficult for them to thrive.

Figure 86 - Trees planted beneath verandas in Woolston.

Figure 87 - The Ōpāwaho / Heathcote River.

Appendix Six

Figure 88 - Phillipstown School is at the centre of controversy over a Ministry of Education proposed merger.

Figure 89 - Woolston Community Library relocated after demolition of their original facilities.

Community wellbeing, culture and heritage	
C1	The current design of the centres and corridor do not reflect the diversity of the population and, in particular, the cultural values of Māori.
C2	Several character buildings and buildings of historical significance have been damaged or demolished as a result of the earthquakes (see Appendix 7).
C3	If Phillipstown School merges with Woolston School, Phillipstown would lose an important community focal point. Phillipstown Community Centre is also located on the school grounds and would potentially need to relocate.
C4	Woolston's historic significance as the birthplace of Christchurch's economy is not widely known.
C5	The demolition of the Woolston Community Library has resulted in the loss of an important social hub for the local community. There is an opportunity to create a community services hub in Woolston that could potentially include the Woolston Community Centre, the volunteer library and/or integrated health services.
C6	Phillipstown and Woolston are perceived as high crime areas.
C7	Access to safe public toilets in Phillipstown / Charleston is limited. Development of the Coastal Pathway would also likely increase demand for public toilet facilities in Ferrymead.

Appendix Six

Built environment	
B1	Development in the centres has been ad hoc and many sites could be better integrated with each other and the surrounding environment.
B2	The potential for comprehensive redevelopment is somewhat limited in some centres by damaged properties generally not being adjacent to each other.
B3	The visual appearance of the centres tends to be utilitarian and does not generally contribute to a strong sense of identity or point of difference for the centres.
B4	Some sections of Ferry Road are dominated by concrete and carparking.
B5	The parking and site layout of some buildings draws pedestrian social activity away from the street.
B6	There are relatively few features (benches, planters, etc) in the centres that encourage people to stop and socialise.
B7	Opportunities for larger-scale tree planting, in some sections of the corridor are constrained by the over-dimension route and the number of underground services.
B8	The road-widening designation at the Phillipstown / Charleston end of the corridor limits the level of detail that can be investigated at this stage along Ferry Road between Wilsons Road and the Aldwins/Ensors intersection.
B9	In Phillipstown / Charleston, there has been pressure for areas of commercial activity in the historic, residential sections of Ferry Road through Phillipstown and Charleston.
B10	In Woolston, the potential for higher-density mixed use developments near the centre may be constrained by development costs (particularly decontamination for residential uses) pushing prices beyond what people are willing to pay to live in the area.
B11	Gateways to the centres (particularly in Phillipstown / Charleston and Ferrymead) are not clearly defined. In Ferrymead in particular, there is an opportunity to create a gateway or threshold feature for the coastal suburbs.
B12	In Ferrymead, current developments offer limited shelter and protection from the prevailing winds especially around larger open space areas.
B13	Ferrymead has a 10 metre setback on the south side to encourage a landscaping buffer strip but the scale of the current planting is overwhelmed in many places by the built form behind it.
B14	In the centres, the amount of signage and its freestanding placement near the road or in the footpath contributes to visual clutter and an unpleasant (and in some cases obstructive or unsafe) pedestrian environment.

Appendix Six

Figure 90 - Aldwins/Ensors intersection looking west.

Figure 91 - Signage in Ferrymead obstructing the footpath and creating visual clutter.

Appendix Seven

Appendix Seven: Corridor study findings and recommendations

A corridor study for Ferry Road was undertaken in the first half of 2013. The corridor study was a technical report intended to look at the prioritisation of transport modes along Ferry Road and to inform recommendations behind the Ferry Road Master Plan and the key cycleway projects.

The key findings of the study were:

- Traffic volumes increase significantly in Phillipstown / Charleston.
- Volumes are expected to continue to increase along the corridor but particularly in Phillipstown / Charleston.
- Congestion occurs in peak hours at a number of points along the corridor, particularly at the Aldwins Road / Ensors Road intersection and through Woolston. This congestion also affects public transport.
- Crashes are most prevalent in Phillipstown / Charleston for both vehicles and cyclists. The type of crash generally indicates a congested environment.
- On-street parking capacity along Ferry Road exceeds demand except through Woolston and adjacent to Woolston Park during sporting events.
- Cycle lanes vary in width and alignment and can be compromised by on-street park and kerb build-outs. In some parts of Ferry Road, the cycle lanes are only 0.8 metre wide- significantly narrower than the 1.8 metre recommended in Christchurch's Cycle Design Guidelines.
- Ferry Road is one of the busiest cycle routes in the city despite being perceived by many cyclists as unsafe.
- Pedestrians can sometimes struggle to cross Ferry Road, even with a median and some mid-block crossing facilities. This is particularly true in Woolston.

The key recommendations were:

Key cycleway

Action C1: Key cycleway relocated to Linwood Avenue / Linwood Drain.

Action C2: Lateral connections to cycleways from Ferry Road via Waterman Place and/or Charlesworth Street, St Johns Street and Smith Street.

Action C3: Residual cycle lanes on Ferry Road designed in accordance with Cycle Design Guidelines.

Action C4: Cycle priority measures at key intersections such as Hook Turns and Advanced Cycle Stop Boxes, in accordance with Cycle Design Guidelines.

Parking

Action P1 Restrict parking to one side of the road along Ferry Road, with parking provided on the side of the road best suited to maintain pass-by retail trade (predominantly on north side of Ferry Road).

Action P2: Source alternative off-street carpark in Woolston.

Action P3: Indented parking outside Woolston Park, subject to acquisition of adjacent land.

Appendix Seven

Action P4: Parking management regime to lessen the impacts of parental 'drop off/pick up' trips to Woolston School, particularly on Ferry Road, Hopkins Street and Wildberry Street.

Public transport

Action PT1: Localised priority measures at key intersections such as localised bus lanes and early start lanes.

Action PT2: 'Superstop' at Ferrymead.

Pedestrian

Action Ped 1; Crossing upgraded – upgrading of a crossing adjacent to Smith Street near Woolston School from a zebra to a signalised pedestrian / cycle crossing.

Action Ped 2: Wider median – provision of a wider median along the route, assisting safe pedestrian crossing.

Action Ped 3: Pedestrian infrastructure – relocate pedestrian infrastructure such as islands to accommodate the revised road cross-section.

School travel

Action ST1: School travel plan at Woolston School.

Roading

Action Rd 1: Proceed with Ferry Road four-laning, ensuring design reflects Cycle Design Guidelines.

Action Rd 2: Impose 40 kilometre per hour speed zone through Woolston urban centre, reinforced with paving and thresholds.

Action Rd 3: Maintain SCIRT alignment through Ferrymead.

Action Rd 4: Maintain over-dimension route alignment along Ferry Road.

The decision to locate the city-to-sea key cycleway along Linwood Avenue rather than Ferry Road, with lateral connection to Ferry Road and the Heathcote River reduced the requirement for separated cycle lanes on Ferry Road. However, as Ferry Road is still likely to be used by local and commuter cyclists, it is recommended that 1.8 metre cycle lanes be provided to comply with the Cycle Design Guidelines for district and minor arterials.

The preferred option cross-section for Woolston in Figure 92 was recommended on the basis of:

- not requiring prohibitively expensive kerb realignments.
- retaining a one metre median to support ad hoc pedestrian crossing.
- allowing some additional space to respond to site-specific issues and opportunities.
- maintaining the arterial function of Ferry Road.

This design would require the loss of some on-street parking in the Woolston centre. There is additional capacity on the side streets around Woolston to absorb most of this loss, but it is recommended that alternative off-street parking be sourced.

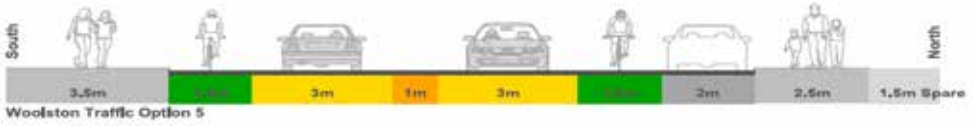


Figure 92 - Ferry Road Corridor Study preferred road cross-section for Woolston.

Appendix Eight

Appendix Eight: Heritage buildings and demolitions

A number of heritage and non-heritage commercial buildings were demolished as a result of the earthquakes. Maps showing the locations of these demolitions along the corridor are provided below. These are based in information provided by CERA in July 2013.

Up-to-date information on demolitions can be found at: http://cera.govt.nz/demolitions/list

City End earthquake-related demolitions **(heritage)**	
106 Ferry Road	Red Bus, Scotts, Motors, Kiwi Bus
184 Ferry Road	**Lancaster Hotel**
186 Ferry Road	Avon City Auctions Ltd
188-192 Ferry Road	Restaurant Schwass / Footstep Shoe Repairs
360 Ferry Road	360 Ferry Road
378A Ferry Road	Purple Patch
380 Ferry Road	Black Rose Tattoo
382 Ferry Road	Roimata Medical Clinic
30 Leeds Street	30 Leeds Street
34 Leeds Street	34 Leeds Street
5A Olliviers Road	Butlers Marine
38-40 Phillips Street	**Church of the Good Shepherd**

Figure 93 - Phillipstown / Charleston commercial and community buildings demolished due to earthquake damage.

Appendix Eight

Woolston earthquake-related demolitions **(heritage)**	
452 Ferry Roadd	Pacific Fisheries
452A Ferry Road	Tan's Chinese takeaways
454 Ferry Road	Yazu Hair Design
454A Ferry Road	St Martins Pottery
538 Ferry Road	538 Ferry Road
580 Ferry Road	**A&T Burt Building (Former Nugget Factory)**
628 Ferry Road	Big Eds Takeaway
636 Ferry Road	Salvation Army Family Store
689 Ferry Road	**Woolston Community Library**
697 Ferry Road	**Ferry Road Law Centre**
699 Ferry Road	Chinese Takeaway

Figure 94 - Woolston commercial and community buildings demolished due to earthquake damage.

Appendix Eight

Ferrymead earthquake-related demolitions **(heritage)**	
950 Ferry Road	950 Ferry Road
999 Ferry Road	Countdown Supermarket
1013 Ferry Road	1013D-J Ferry Road
1027 Ferry Road	Causal & Country
1030 Ferry Road	1030 Ferry Road
1099 Ferry Road	Water's Edge apartments
1105 Ferry Road	Mobil Petrol Station
9 Settlers Crescent	Snow World

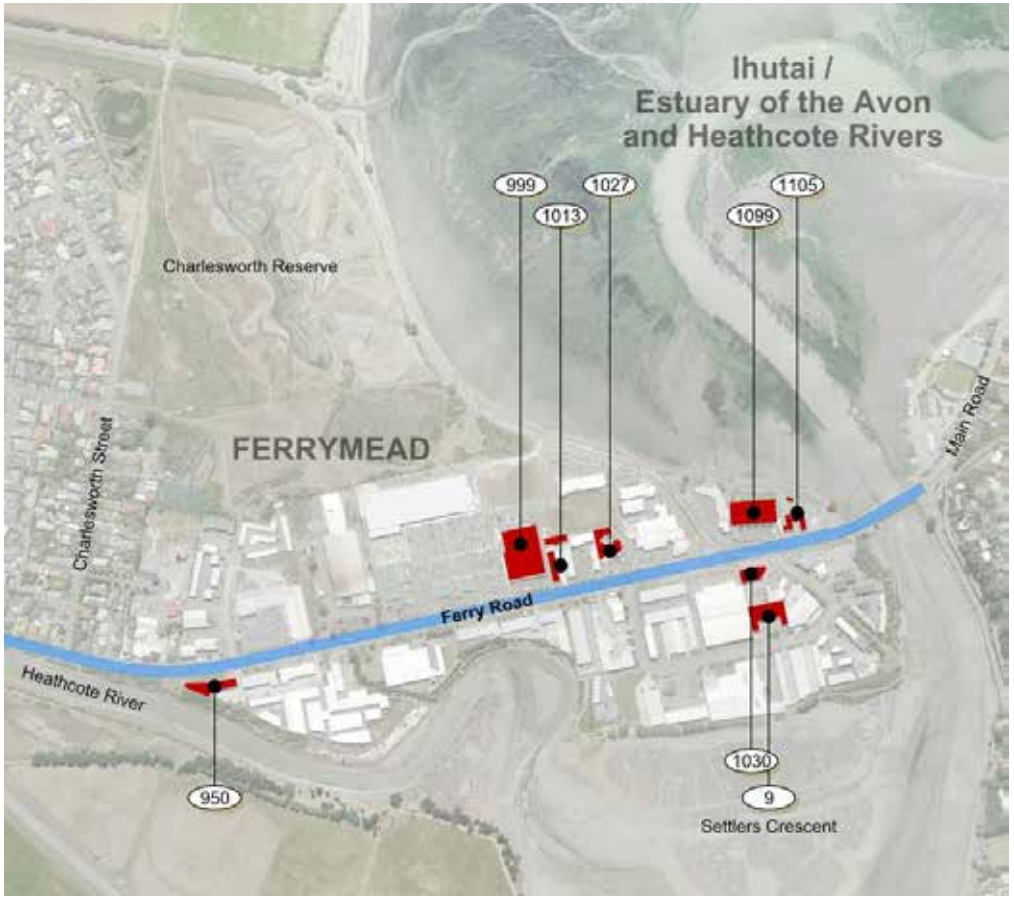


Figure 95 - Ferrymead commercial and community buildings demolished due to earthquake damage.

Appendix Eight

Five of the demolished buildings were heritage-listed. These include the Lancaster Hotel, the Nugget factory, Woolston Community Library, and Ferry Road Law Centre.

Figure 96 - Lancaster Hotel (184 Ferry Road).

Figure 98 - A&T Burt Building — former Nugget Boot Polish factory (580 Ferry Road).

Figure 97 - Woolston Community Library (689 Ferry Road).

Figure 99 - Ferry Road Law Centre (697 Ferry Road).

Appendix Nine

Appendix Nine: Natural hazards

Like many towns and cities across New Zealand, the communities along Ferry Road are at risk from natural hazards. These include earthquake, flooding, tsunami and sea level rise. The Resource Management Act requires the Christchurch City Council to control the effects of the use of land for the avoidance or mitigation of natural hazards (s31 and s106 of the RMA 1991).

Earthquake

The Ferry Road Master Plan area is located near the active Port Hills Fault – the source of the 22 February 2011 earthquake. It is also close to other known active faults to the west (the Greendale Fault) and east. The earthquakes subjected the area to high levels of ground shaking, causing liquefaction and lateral spread. It is likely that future earthquakes will have a similar effect on the general area, however, this is dependent on the location of the earthquake and its magnitude.

Tsunami

Parts of Ferrymead are at risk from tsunami. Risk to life from distant source tsunami should be low because of long warning times. Although the area of inundation from local and regional source tsunami is unlikely to be as extensive as that from a distant source, risk to life is significantly greater because there will be little or no warning. Critical infrastructure, emergency management facilities and high occupancy structures should not be located in the areas at greatest risk from tsunami.

Climate change and sea-level rise

The coast is a dynamic environment and the natural occurrences of sea water inundation and coastal erosion are expected to be exacerbated by climate change and sea level rise. The National and Regional Coastal Policy Statements and the Regional Coastal Environment Plan for the Canterbury Region recommend a precautionary approach to climate change and any new development of coastal areas.

National, regional and local government agencies, plus individual property owners, are all responsible for determining what is a precautionary approach. For the purposes of the Ferry Road Master Plan, the use of minimum floor levels (see District Plan provisions in Appendix 2) is the principal way in which the precautionary approach has been applied along the Ferry Road corridor at this time.

Appendix Ten

Appendix Ten: CERA land classifications

The technical category zones were developed by CERA to assist insurance companies and private property owners in considering the risk of damage in future earthquakes to residential properties. The TC2 and TC3 zoning shown along Ferry Road does not necessarily restrict specific forms of commercial activity along the corridor.

The zoning may mean that some future rebuilds will require more comprehensive types of foundations in order to comply with the building code.

For more information see: www.cera.govt.nz/maps/technical-categories

Figure 100 - CERA technical classifications along Ferry Road, October 2013.

Acknowledgements

Development of this Master Plan would not have been possible without the generous offerings of time, feedback and expertise from a broad range of collaborators. These include, but are far from limited to:

Community members and business and property owners along the corridor, and in particular those who took the time to submit on the Draft Plan and/or attend the focus groups, drop-in sessions or urban design workshops.

Elected Members:

Former Christchurch Mayor Bob Parker

Christchurch City Councillors

Hagley/Ferrymead Community Board

Ruth Dyson – Labour MP (Port Hills Electorate)

Stakeholders and submitting organisations:

8010 Urbanists

Avon-Otakaro Network

Cancer Society of New Zealand

Charleston Neighbourhood Association

Christchurch Earthquake Recovery Authority (CERA)

Environment Canterbury

Friends of Edmonds Factory Garden

Foodstuffs SI Ltd

Heathcote Valley Community Association

Living Streets Aotearoa

Mount Pleasant Memorial Community Centre and Residents' Association

New Zealand Fire Service

New Zealand Heavy Haulage Association

New Zealand Institute of Architects

New Zealand Transport Agency (NZTA)

Phillipstown Community Centre

Phillipstown Community Forum

Phillipstown School Board of Trustees

Progressive Enterprises

Recover Canterbury

Roimata Community Incorporated Society

Royal New Zealand Foundation of the Blind

Spokes Canterbury

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