

8. CENTRAL CITY LANES PLAN

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PURPOSE OF REPORT

1. The purpose of this report is to present the results of public consultation regarding the proposed Central City Lanes Plan, and to recommend the Lanes Plan for adoption.

EXECUTIVE SUMMARY

2. The Central City Lanes Plan, hereafter referred to as 'the Plan', is a guiding document for the redevelopment and enhancement of Central City Lanes.
3. Following a Council seminar in August 2006 for approval to consult with affected property owners over the proposed Central City Lanes Plan, approximately 300 property owners were sent a letter and information brochure about the Plan and invited to comment over a four-week period (8 November 2006 - 8 December 2006).
4. Three written responses were received and three telephone queries were handled. Other than a minor amendment to the Lanes Plan based on feedback received from the Historic Places Trust, no changes are proposed to the Lanes Plan following stakeholder consultation.

FINANCIAL IMPLICATIONS

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

5. The recommendations in this report are in line with the 2006-16 LTCCP budgets.
6. The Council's contribution to lanes redevelopments may also include the provision of physical materials, such as surplus pavers or other materials. Where possible and appropriate, contributions will also be sought from property owners that benefit from lanes redevelopment projects.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

7. Legal considerations of the Central City Lanes Plan will arise as the Council enters public-private partnerships with property owners/developers on specific lanes projects, and legal agreements/contracts will be dealt with on a case by case basis. This will be done in conjunction with Legal Services unit staff.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. The Lanes Plan is aligned with the 'Community Outcome of A Prosperous City' and 'An Attractive and Well Designed City' by:
 - Actively pursuing public-private partnerships for urban renewal and development
 - Improving pedestrian amenity and access
 - Using quality urban design principles to improve use of interaction between public-private spaces
 - Strengthening the character and identity of the Central City by highlighting its distinctive features, including historic features
 - Creating opportunities to increase diversity and intensity of land use and therefore promoting efficient resource use
9. Through these activities, the Lanes Plan will also contribute to the 'Community Outcome of A Safe City'.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

10. In addition, the Lanes Plan aligns with the 'City Development Activity Management Plan' which sets out objectives regarding improving Christchurch's urban environment and revitalising the Central City.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

11. Alignment of the Central City Lanes Plan with relevant Council strategies is as follows:

- Greater Christchurch Urban Development Strategy (UDS)

Lanes redevelopment projects that provide opportunities for increased residential activity in the Central City are consistent with the Strategy's urban consolidation objectives. The Central City has also been identified as the first intensification area to receive attention under the UDS.

- Christchurch City Plan

Lanes redevelopment projects that improve pedestrian facilities and pedestrian safety are consistent with the transport and access provisions of the City Plan (see Objective 7.5, and Policy 7.5.1), and with objectives and policies for the Central City (see in particular, Policy 12.3.1 and 12.3.4).

- Central City Revitalisation Strategy

Lanes redevelopment projects that improve the visual amenity, uniqueness, range of activities, and vitality of the Central City will enhance revitalisation objectives.

- Central City Transport Concept

Lanes redevelopment projects that improve pedestrian activity and permeability (via mid-block linkages) will facilitate the implementation of the Central City Transport Concept

- Safer Christchurch Strategy

Lanes redevelopment projects that increase natural surveillance in lanes areas and incorporate principles of Crime Prevention Through Environmental Design (CPTED) are consistent with the Safer Christchurch Strategy.

- National Urban Design Protocol

Lanes redevelopment projects that improve quality and design of the urban environment and reflect urban sustainability principles will facilitate the implementation of the National Urban Design Protocol.

CONSULTATION FULFILMENT

12. The Council has consulted on the draft Central City Lanes Plan with affected property owners, as well as the New Zealand Historic Places Trust.

STAFF RECOMMENDATION

It is recommended that the Council adopt the Central City Lanes Plan with a minor wording amendment to reinforce the potential requirement for an archaeological authority from the Historic Places Trust where excavation works occur.

BACKGROUND (THE ISSUES)

13. The Central City Lanes Plan is an important component of the Central City Revitalisation Programme and is included in the Action Plan of the Central City Stage II Strategy, adopted by the Council in 2006.
14. The proposed Central City Lanes Plan (attached) was presented at a Council seminar in August 2006 (Central City Omnibus) and approved for consultation with affected property owners the following month, ie, owners of properties adjacent to lanes identified in the Plan.
15. Approximately 300 property owners were sent a letter and information brochure about the Lanes Plan and invited to comment over a four-week period (8 November 2006 - 8 December 2006). The information was also sent to the Historic Places Trust. A full copy of the proposed Lanes Plan was made available on the Council's Central City Revitalisation website.
16. Feedback received from the Historic Places Trust was to remind the Council of the archaeological provisions of the Historic Places Act 1993 which requires any development works which have the potential to affect pre-1900 archaeological remains to first obtain an archaeological authority. Based on that feedback, the following sentence is recommended for Section 5.5 under 'Project Management and Timing of Works':

"...Excavation work may need to be referred to the Historic Places Trust as an archaeological authority may be required".
17. In addition to the Historic Places Trust, two other written submissions were received from property owners with interests at Cathedral Junction. One submitter commented that his only concern with the Plan would be if the Council intended to block access to his car park. If that was to be the case, this submitter would lodge his objection to the Plan.
18. In the second submission, the property owner queried if operational issues associated with the tram which runs through Cathedral Junction were part of the Lanes Plan. Her comments were that she "would not like to see the hours of the tram extended as that would negatively impact on the local residents/visitors staying in the Cathedral Junction complex".
19. As the Central City Lanes Plan does not specifically mention blocking access to car parking spaces in Cathedral Junction or elsewhere, or to make any operational changes associated with the tram, the Lanes Plan is not inconsistent with either submission. Should the Council become involved in a lanes redevelopment at Cathedral Junction in the future, however, individual property owners will need to be consulted over any specific changes.
20. In addition to the written comments, three telephone calls were received about the proposed Lanes Plan. The first was from a property owner in Gloucester Street who offered his support for improved pedestrian linkages and made general comments regarding improvements to the general Gloucester Street area.
21. A second telephone call was received from an adjacent property owner to Strand Lane who requested that Strand Lane be advanced up the priority list of lanes projects. He mentioned the construction of the new Ibis Hotel and expressed an interest in working with the Council to upgrade this lane in the short term. Staff are investigating opportunities to review priorities for lane upgrades.
22. A third telephone query for Strand Lane was received by a solicitor acting for another adjacent property owner to Strand Lane. The solicitor was advised that any changes to that lane in the future would be the subject of further consultation with affected property owners at that time.
23. No other comments were received in relation to the Lanes Plan.