

# Distinctive City

*A distinctive environment (not malls), protected from elements (heat, wind), spacious and well-lit, variety of entertainment and food outlets.*  
Barry, North New Brighton

*Make precincts - old Christchurch was so scattered, it put you off going sometimes, especially if you had children with you.*  
Sarah, St Albans

*Visually attractive streets, lanes and boulevards ... plenty of green spaces please.*  
Colin, Parklands

*An exciting mix of contemporary design with a unique blend of our heritage. Parks, trees, green, inviting, fun.*  
Dave, Fendalton

*Utilise urban design best practices to promote a cohesive plan that still allows for individual expression.*  
Sutter, Cashmere

# Introduction

*Christchurch's redeveloped Central City will be a strong, resilient city with a unique identity. An opportunity now exists to create a distinctive identity for the Central City as it is rebuilt.*

Through Share an Idea, the community asked for a Central City that people would be proud of today and in the future. They said the Central City should be safe, well-designed and eco-friendly, with buildings that meet or exceed earthquake codes, are sustainable and low-rise, with less concrete tilt slab and more green features. They asked for iconic heritage buildings to be restored and strengthened. They also wanted precincts to provide a strong sense of place, well served by a connected network of lanes.

*We must respect the past but build for the future.*

The Very Reverend  
Peter Beck, Dean,  
ChristChurch Cathedral



Key stakeholders discussed an array of topics, including urban design for a vibrant and accessible low-rise city centre; a mix of land uses, heritage conservation, character of areas and the creation of precincts. Council held a 48 Hour Design Challenge event that encouraged innovative ideas to inspire the Central City Plan, and to enable emerging themes to be tested in real design scenarios. Criteria included incorporation of public space, green building elements, seismic stability and economic feasibility.

### **Tell Us What You Think**

Overall public comments on the draft Distinctive City chapter included the desire for a clearer identity and widespread support for controls over building appearance, as well as incentives for those that achieve good quality design. The main contention was around height limits – whether there should be any, what they should be, and what and who should determine them.

Almost all comments around the retention of heritage and character suggested at least some areas and buildings should be retained/conserved. Support was strong for the retention of landmark buildings, particularly the Arts Centre, Provincial Council Buildings, the Cathedral and Basilica, and the Town Hall. Most comments on façade retention were supportive, with provisos on safety, economic viability and appropriateness.

There was wide support for good urban design in the city, including comments about the quality of the rebuild, how this can be achieved, and a belief that Council should be more active in requiring good architecture. A number supported style guidelines or imposition of style on a street or a precinct basis. Specific features that most would like controlled are colours and materials. Most of the comments on the historic grid were in favour, for reasons of heritage or easy access. There was almost unanimous support for encouraging lanes and courtyards, and a precinct approach, with suggestion that art should be included in all precincts.

### **Our Plan**

As a result of community input, a Central City is planned which provides an appropriate context for what remains of the city's pre-earthquake built environment with high-quality new development to create a distinctive built character of its time.

Lower building heights will give people the confidence to return to the Central City and encourage a more consistent density. A range of building heights are proposed which are based on good urban design principles and respond to the community sentiment for a low-rise city, while mindful of the economic realities and capacity of the Central City.

Precincts will be supported, providing a diversity of experiences and complementary mix of living options and activities. The existing network of lanes will be extended to provide connections and spaces that enhance the historic grid of the Central City. Comprehensive approaches to develop city blocks will be encouraged.

With the significant scale of redevelopment to be undertaken, there is the ability to develop buildings that are attractive, safe and functional through encouraging the consistent use of good urban design principles. Buildings should be rebuilt better, relate well to one another and generate good interaction with public spaces.

High-quality buildings will contribute to the city's built identity and set the stage for activity within the surrounding public spaces and streets. Green buildings and technologies will be encouraged, providing a lasting and positive legacy for the future.

A new Christchurch style will not be imposed, but is likely to emerge as buildings are replaced over a concentrated period of time. Council will consider options for how new design can be guided to create a distinctive identity and character. There is the potential to incorporate reminders of the city's built heritage and the widespread use of green technologies will establish the credentials of a new green identity.

### **Key Projects**

1. *Recognition of character*
2. *Familiar landmarks*
3. *Adaptive reuse and strengthening*
4. *Retention and reuse of materials*
5. *Facade retention*
6. *Height and human scale*
7. *Good urban design*
8. *Strengthening the grid*
9. *City blocks, lanes and courtyards*
10. *Precincts*

# Overview

*The Distinctive City chapter focuses on establishing a strong built identity for the city. A strong and resilient city will provide the confidence for residents, businesses and visitors to return.*

*It sets out the approaches and key principles that can create a distinctive and high-quality built environment within the Central City that leaves a proud legacy.*

There is no one project that can deliver a well-designed Central City. Distinctive City outlines a range of approaches needed to provide a direction for private investment in redevelopment across the Central City. Projects within other chapters of the Central City Plan also support the evolution of a well-designed distinctive city and will be delivered in partnership with local government, central government agencies and private investors.

The historic grid pattern of the city forms a strong foundation for the redeveloped Central City and will be respected.

Lanes and courtyards will be encouraged as part of comprehensive development of blocks to provide further connections and a different experience and character to the primary street network.

The principles of good urban design will be developed to underpin a revised *Proposed Changes to the Operative District Plan and Global Stormwater Consent* to inspire higher quality in the city's new buildings which relate well to each other and our public spaces.

Lower rise buildings in the core of the Central City will create a vibrant, safe and pleasant environment for people where sunlight reaches the street edges and down drafts are abated.

Buildings will be encouraged to exceed seismic standards so we have a stronger and resilient Central City. The Council will revise its earthquake-prone buildings policy and consider a way of better informing the public regarding the safety of buildings as they enter.

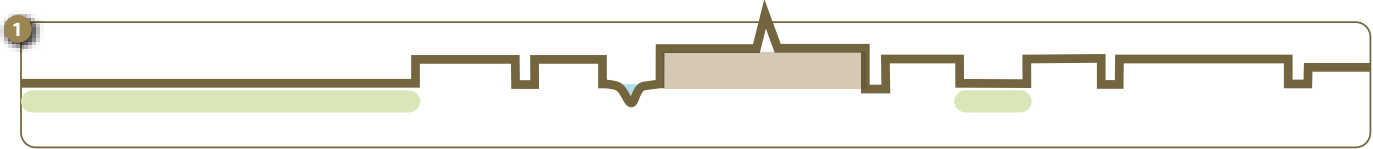
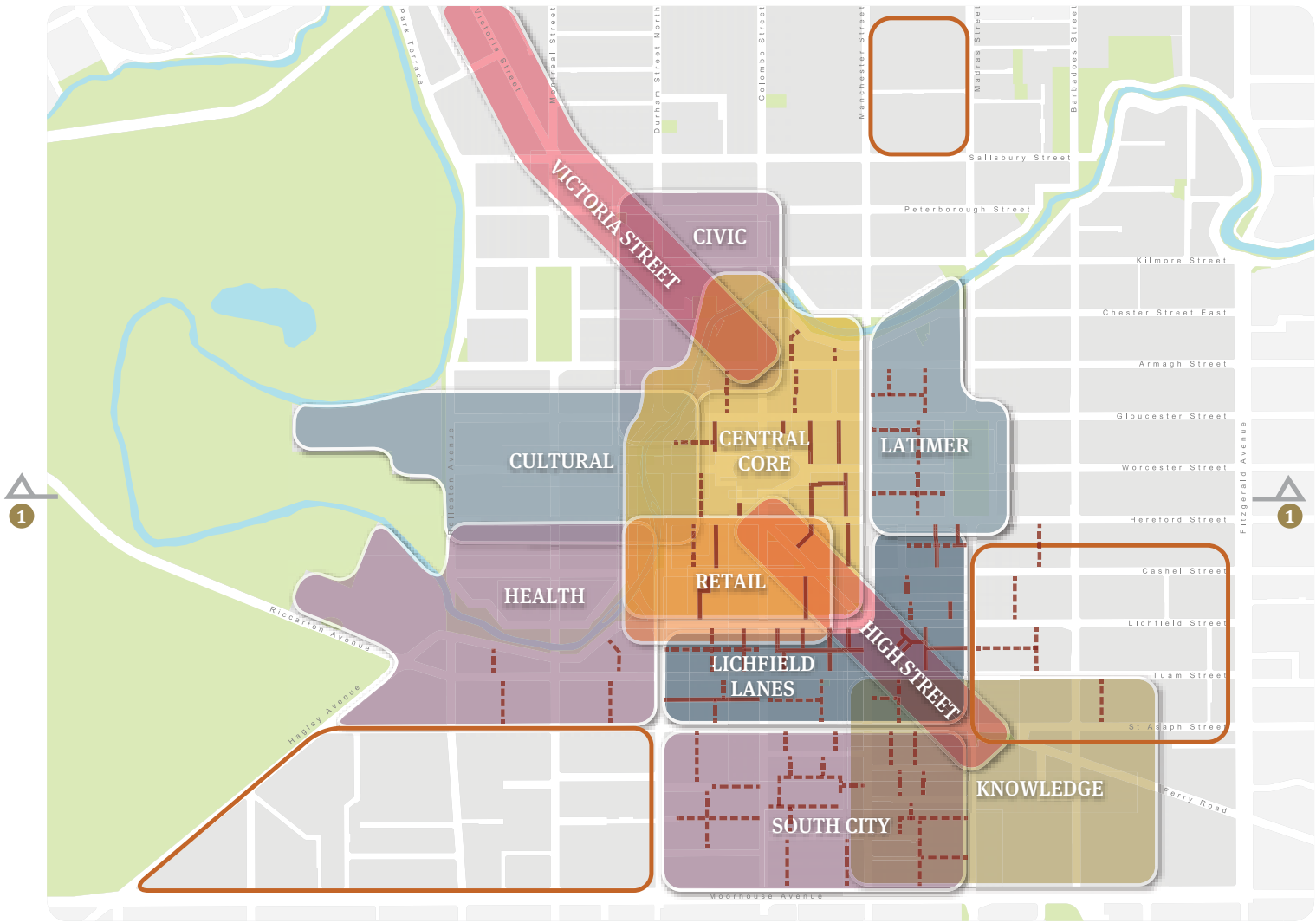
The challenges of heritage retention in an active seismic region are acknowledged while recognising the benefits of retaining heritage buildings as our familiar landmarks in the redevelopment of our Central City. The Council will support the retention of remaining heritage buildings by using methods such as increased grant funding and prioritising to recognise the need for repair and strengthening work. These methods will be supported by a more enabling regulatory approach to facilitate retention.





Precincts that cluster a range of complementary activities and recognise the pre-earthquake character will provide a means for the Central City to re-establish its identity and create a strong sense of place. The focus will be on providing direction while allowing areas to define themselves and develop organically. This will support the establishment of businesses and the return of residents and visitors. Council will support the identity of precincts through its incentive package, investments in public facilities, promotion and the treatment of public streets and spaces, through high-quality materials, street furniture, planting and feature lighting.

## **Targets**

- Remaining heritage buildings and spaces in the Central City are restored and used, and valued as important landmarks
- There is a range of compatible land use mixes with minimal conflicts between activities
- The cultural values of Ngāi Tahu are recognised and celebrated in the Central City
- The Central City has increased access, connectivity and legibility for all users
- A high proportion of new retail and commercial buildings have active frontages
- There are increased opportunities for active and passive activity on streets and in public spaces in the Central City
- In the Greater Christchurch area, the Central City has the greatest concentration of retail and office activity, as well as a significant residential population
- The Central City attracts a wide range of people
- People in the Central City are satisfied with its appearance
- People feel safe in the Central City
- Existing and new residents are satisfied with the appearance and function of residential areas in the Central City

# The Plan



-  Precincts
-  Transition areas (Industrial areas to mixed use)
-  Existing lanes
-  Potential lanes

*Precincts and Neighbourhood Centres labelled on the map are indicative only.*



## A distinctive city

### *Distinctive City provides the framework from which a well-designed Central City will develop.*

*Cities are complex and diverse, and there is no one project that can deliver this or a single outcome or style that can be specified. The best cities are dynamic, vibrant and creative. They evolve over time in response to strong community leadership and their environment, as well as taking advantage of new opportunities that arise.*

The Central City is greater than the sum of its parts. The private sector with the assistance of designers, engineers and the construction industry has a responsibility to develop individual parts of the Central City that contribute to the greater whole.

A vision for the Central City is represented in the typical streetscape (below).

A series of initiatives are outlined in this chapter that will help guide private investment in collaboration with the Council. These initiatives inform the new *Proposed Changes to the Operative District Plan and Global Stormwater Consent* that will seek high quality outcomes. To successfully deliver this a strong partnership between the public and private sector is required.

*Below: A lower rise city respects surviving heritage and creates a rich and vibrant ground level experience. Building heights are at a level where people feel comfortable in and around, and integrate with the streetscape environment.*

### *A lower rise city*

#### *New lower building heights are proposed for the Central City following the earthquakes.*

Christchurch's redeveloped city centre will contain well-designed lower rise buildings and public spaces that create an identity for Christchurch, different from that of other large centres in New Zealand.

The earthquakes have had a devastating effect on buildings in the Central City. Many tall buildings, which have helped define the city's skyline in the past, are damaged and likely to be demolished.

The climatic effects created by these buildings, such as down drafts and overshadowing, made the spaces between buildings uncomfortable to occupy. Since being damaged, they are impacting on the city's recovery as retention is investigated and demolitions carried out.

While a few tall buildings will remain, and will need to be integrated into the redeveloped city, the majority of the remaining buildings in the Central City will be lower rise.

*A typical Central City street scene.*



## Strong and resilient buildings

*The community have asked for a safe Central City. The lessons of recent events must be considered so that the city takes this opportunity to rebuild a place that is safe and resilient and leads the practice for New Zealand.*

Confidence in the strength of buildings in the Central City is essential for people to return and reoccupy buildings and spaces. Lower building heights and adherence to the Building Code standards

will assist in helping people feel safe. The Council will review its Earthquake-prone, Dangerous and Insanitary Buildings Policy.

A Royal Commission of Inquiry into building failure as a result of the earthquakes will report no later than 11 April 2012. The Royal Commission will inquire into the performance of buildings within the Christchurch CBD and the adequacy of the current legal and best practice requirements for the design, construction and maintenance

of buildings in central business districts throughout New Zealand to address the known risk of earthquakes. It is anticipated that lessons from the inquiry will need to be implemented at the local and national level.

The Council will encourage building owners to exceed the code requirements for new buildings and when retrofitting existing buildings. Recognition for buildings that meet or exceed the building code levels may be appropriate. A standardised approach will need to be agreed but could take the form of a

certificate for display or other visual indicator at the entrance of a building that the appropriate measures have been taken and the public are entering a safe building.

The strength of buildings and the safety of the Central City will form an important part of the city's future identity.



# Our history, our heritage

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## *Respect for the past*

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*Culture and heritage have helped define the identity of Christchurch, being the attraction for millions of visitors each year, as well as generating income and employment for the city.*

Our natural and cultural heritage provides a visible and tangible link to the past.

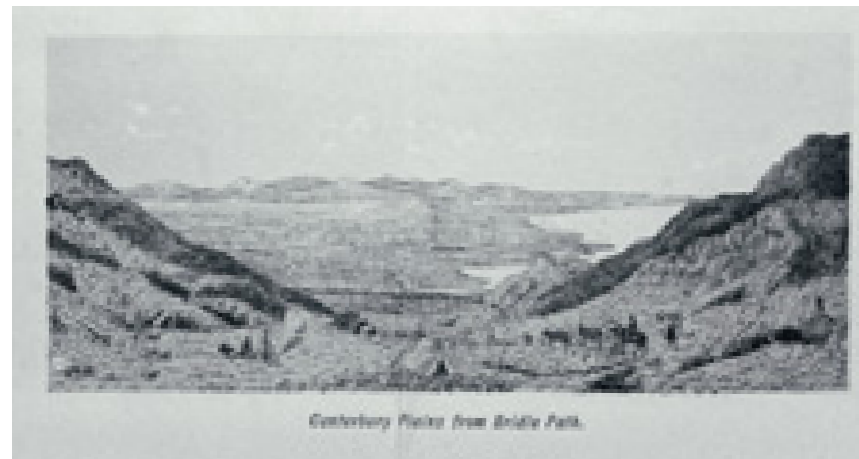
The earthquakes have caused extensive damage, particularly to our built environment within the Central City. There is an opportunity to build a Central City that retains important links to the layers of our past and celebrates our unique cultural identity.

The Central City Plan provides a framework for how the city can rebuild and create a proud legacy while retaining important links to how the city evolved and its pre-earthquake character.



Hocken Library. Date: 1848. Title: Rakawakaputa, Port Cooper Plains, 1848 by William Fox.

*Rakawakaputa, Port Cooper Plains, 1848 by William Fox.*



*Sketch of the Canterbury Plains from the Bridle Path, Port Hills [ca. 1850]*

*Sketch of the Canterbury Plains from the Bridle Path, Port Hills [ca. 1850] CCL PhotoCD 9, IMG0027*

## Recognition of character

The character of the Central City has been a key aspect of how Christchurch defines itself. In response to the level of destruction within the Central City character descriptions were put together to provide an information layer to the development of the Central City Plan. From these a number of key streets and places emerged as playing a pivotal role in retaining and enhancing the character of the city, supporting precincts and attracting business and visitors.

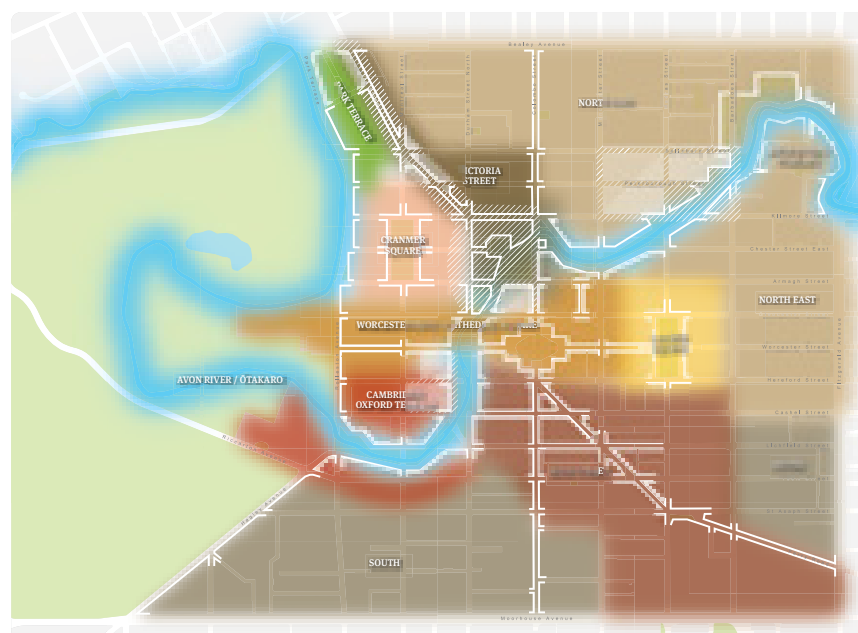
The Central City consisted of a number of areas of differing character before the earthquakes, the map (right) identifies these areas. Descriptions of the natural and cultural elements that contribute to their sense of place are contained in Appendix H.

The character of these areas can continue to contribute to the sense of place and identity of the Central City post-earthquakes. Key streets and places identified on the map recognise the frontages and places that support the character of these areas and the historic street grid.

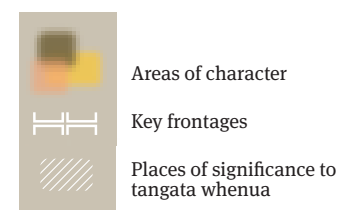
Key frontages are the combination of:

1. Streets and places that before the earthquake had a distinctive historical character
2. Streets that form the main axes of the city grid
3. Edges of key open spaces (Hagley Park and Avon River/Ōtakaro) and squares.

Recognition of character map:



Legend



Map is indicative only.

Significant to tangata whenua are places identified as having particular significance as urupā (burial sites), Pā/kāinga (settlement sites) or key mahinga kai (food gathering area) and trading areas.

Urban design provisions in the *Proposed Changes to the Operative District Plan and Global Stormwater Consent* recognise that the design of new developments can contribute to the character and identity of an area, including responding positively to the significance of key streets and places. Council intends to develop non-regulatory design principles to support the rebuild in the Central City that would assist understanding and awareness.

The streets and places identified signal the opportunity to recognise and consider design opportunities relating to character and cultural identity. The recognition of the pre-earthquake/pre-European character of these places in the developments which shape the future of the city can make a valuable contribution to the future cultural identity and success of the city.

The streets and places are:

- High Street
- Lichfield Street
- Cashel Street
- Worcester Boulevard
- Cathedral Square
- New Regent Street
- Latimer Square
- Cranmer Square
- Victoria Square/Market Place
- Victoria Street/Puari trail
- Colombo Street
- Eastern edge of Hagley Park
- Avon River/Ōtakaro Corridor
- Ōtautahi (Tautahi's kāinga) and urupā
- Puari Pā Urupā

Respecting the character of these streets and places will create long-term benefits for the areas they support and underpin the development of precincts which bring economic benefits to the city.

### Recognising character project

**What:** Council intends to develop design principles to support the rebuild in the Central City. Urban design assessment will consider the extent to which new development contributes to the character and identity of the Central City

**When:** From 2012

**Who:** A shared responsibility between private building owners, designers, local authorities, Ngāi Tahu and residents

**Cost:** Staff support of resource consent processing, provision of design advice and development of design principles

## Familiar landmarks

*Before the earthquakes, the Central City contained the majority of the city's heritage buildings, many of which were protected through the Christchurch City Plan. These were familiar landmarks for many residents and visitors.*

*The earthquakes of 4 September and 26 December 2010 and 22 February and 13 June 2011 caused significant damage to buildings within the Central City, including many heritage buildings. As at the end of November 2011, 45 per cent of listed heritage buildings had been demolished within the Central City.*

With the continuing aftershocks and ongoing assessments of damage, it is not possible to say which buildings will remain and which buildings will be demolished. However, as the Central City is reopened to the public, remaining heritage buildings will be of increased significance. These will provide the cultural anchors and points of reference that assist with orientation through a significantly different landscape and are reminders of pre-earthquake Christchurch.

Many of the city's landmark heritage buildings have been severely damaged and a range of responses may need to be considered for their future, from full restoration and strengthening, where this is possible, to the retention of materials or ruins. During the coming months the challenges facing owners of heritage buildings, including the Christchurch City Council, will need to be worked through. The Council is committed to considering a range of responses and retaining these important reminders in some form where appropriate.

### **Current challenges**

The need for a timely recovery places building owners and insurers under immediate pressure to make decisions regarding retention. The economic viability and issues of insurance cover, both now and in the future, remain significant challenges in the short term for retention of the city's heritage. In the long term, those that remain will be valuable assets for the city.

Perceptions of safety are a significant factor. Some people share a concern that older buildings cannot be strengthened and made safe for occupation. There are examples of heritage buildings that remain standing, such as the former Government Building, currently the Heritage Hotel in Cathedral Square, the Canterbury Museum and Christ's College on Rolleston Avenue. For damaged buildings, there will be options to consider repairing and strengthening these to meet new code levels.

### **Condition of buildings**

The community have requested information about what heritage buildings will remain and where efforts will be focused. A list of the Group 1 and 2 heritage buildings with their status as at 15 November 2011 is provided in Appendix T. These buildings have the highest level of protection in the Christchurch City Plan. This list will indicate where buildings have been demolished, where their future is uncertain or unknown, and where retention is planned or likely.

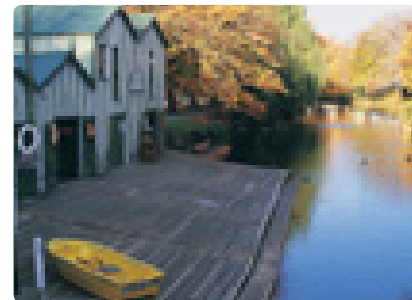
All heritage buildings currently protected through the Christchurch City Plan remain significant, however, it is recognised that a prioritised approach is needed given limited funding and resources, where owners and the community wish to seek their retention. The plan recognises the need to address issues of safety, financial feasibility, adaptive reuse and community interest, as well as addressing the desire to retain these cultural and physical links to the past.



*Christchurch's Town Hall was built in 1965-72 and designed by Warren and Mahoney. The Town Hall has played a significant role in the cultural life of the city for nearly 40 years.*



*Christ's College's late 19th/early 20th century buildings were modelled on the Public Schools of England. Christ's College has occupied its present site since 1856.*



*The Antigua Boatsheds were built in 1882. These are the only surviving Victorian commercial pleasure boat sheds in Canterbury.*



*The Arts Centre was built late 19th/early 20th century to designs by leading Canterbury architects. It was the original site of the University of Canterbury, and Christchurch Girls' and Boys' High Schools.*



### Heritage Framework

Recognising the challenges that face the city's built heritage in this seismically active environment, Council will implement the following approach:

1. Continue Council support for the strengthening and retention of heritage buildings having regard to heritage conservation principles, including the ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value 2010 First Edition referred to in the Christchurch City Plan.
2. Increase heritage grant funding and target earthquake strengthening and repair work in recognition of the increased pressure on these funds.
3. Develop a targeted methodology to maximise the potential of limited Council funds and resources, in conjunction with other potential national and international funding sources.
4. Encourage and facilitate the retention, repair, and strengthening of heritage buildings through amended heritage provisions in the Christchurch City Plan and incentives for heritage building owners, including grants and heritage advice. The waiver of fees for resource and building consents will be investigated.
5. As a matter of priority, the Council will re-evaluate the extent of the Central City's heritage to be protected, including cultural, natural and built heritage, having regard to the economic viability, social and cultural impact of heritage protection and update the City Plan accordingly. The Council will need to work with, and seek support from, interested parties in undertaking such work, including Te Rūnanga o Ngāi Tahu, Te Ngāi Tūāhuriri and New Zealand Historic Places Trust.
6. Review the Council's Earthquake-prone, Dangerous and Insanitary Buildings Policy for Christchurch and Banks Peninsula.
7. Work with the Canterbury Earthquake Heritage Building Fund Trust to attract national and international funding.
8. Work with CERA in relation to the CERA Recovery Strategy and the development of a Heritage Recovery Plan.

Since the earthquakes, the Council has undertaken heritage work that will continue in the short term to seek the best possible heritage outcomes, including:

- Working with owners to provide advice and encourage retention
- Seeking the retention of significant heritage fabric where buildings are demolished
- Providing professional heritage advice to CERA who are responsible for authorising demolition in the Central City

The Council will also continue to take responsibility for its heritage assets, including the Provincial Buildings, Our City O-Tautahi, the Christchurch Town Hall, former Civic Offices, statues and bridges.

### Familiar landmarks project

**What:** Framework to support the retention of key heritage buildings in the Central City

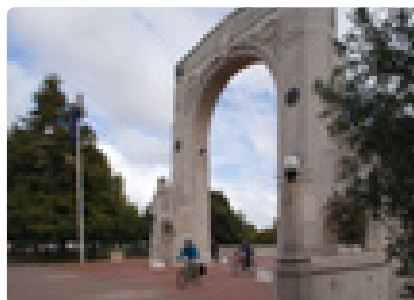
**When:** Council's grant funding will be increased for a five-year period, with the majority of the funding being weighted towards the first years of implementation. From 2012 to 2017

**Who:** Building owners, with support from the Council, Canterbury Earthquake Heritage Building Fund Trust, central government, individual donations and sponsorship

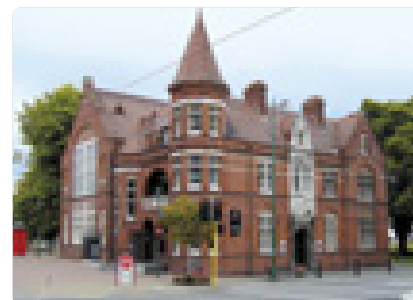
**Cost:** \$27.7 million total over five years – Council's heritage grant fund increased and budget for advice and administration



The Robert McDougall Art Gallery was built in 1932 and was the city's public art gallery until 2002.



The Bridge of Remembrance was built in 1924 and serves as a memorial to the servicemen and women of two world wars and subsequent conflicts including Korea, Malaya, Borneo and Vietnam.



Our City O-Tautahi was built in 1887 as the Christchurch City Council's original Municipal Council Chambers. The building was an exhibition and interpretation venue until September 2010.



The Isaac Theatre Royal built in 1906-07 to design by the Luttrell Brothers. The theatre has been refurbished and redeveloped over the years to maintain its historic character and reputation for sound quality.



## Our future

### Post-earthquake heritage conservation

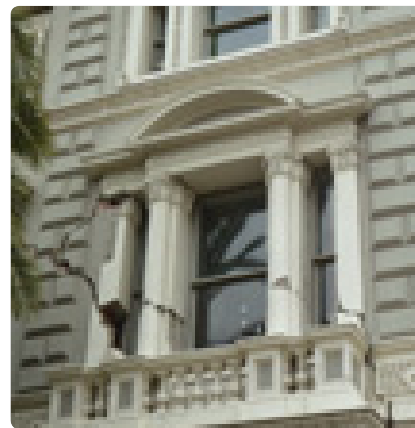
*Heritage buildings which remain within the Central City following the earthquakes are significant to the future identity and character of Christchurch. These demand a range of conservation responses.*

Given the challenges of heritage retention and public perceptions of safety, along with the need for a quick recovery and certainty for building owners, a pragmatic approach is proposed which responds to the situation in Christchurch. This approach is specific to the Central City and balances flexible conservation practice and management with protection. Current local and national conservation policies identify best practice as the minimum possible intervention. This needs to be balanced with issues of safety and economics and the local situation.

The approach taken for the conservation of Christchurch's heritage and historic character, therefore, is to restore, as defined by the ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value 2010 First Edition, which typically involves reassembly and reinstatement, not to preserve, which involves little or no intervention.

Flexibility will be required in some situations if buildings are to be strong and tenanted.

*Below: The challenges of heritage conservation where extensive earthquake damage has occurred - Excelsior Hotel, corner Manchester and High Streets and St Lukes Church, Kilmore Street.*



### Adaptive reuse and strengthening

*The Council will encourage the strengthening and adaptive reuse of heritage and character buildings as positive heritage conservation outcomes.*

The heritage and character buildings that remain will make a significant contribution to the character of the Central City. Many of these buildings may be considered uneconomic to strengthen and owners will struggle to find tenants without the flexibility to change the use of a building.

Heritage building owners are facing many challenges including changes in the building code, other compliance costs and perceptions associated with the occupation of older buildings. Depending on the extent of damage, existing buildings can be converted to new uses and be in operation quicker and at less cost than building new. There are also examples of buildings that have withstood the earthquakes well and could provide valuable lessons for developing future strengthening approaches.

Adaptive reuse of existing buildings is a sustainable approach to the city's rebuild. The Christchurch City Plan will be revised to encourage strengthening and adaptive reuse.

The waiver of fees for resource and building consents for all listed heritage buildings will be investigated to provide an incentive to retain these buildings.



*Above: Adaptive reuse and strengthening of existing buildings can create vibrant public spaces.*

*“Retain important heritage buildings, including heritage facades strengthened to earthquake building code.”*

Fay, Redwood

#### *Adaptive reuse and strengthening project*

**What:** Encouraged as a sustainable approach to the city's rebuild through more enabling provisions in the Central City Plan and promoting successful case studies

**When:** From 2012

**Who:** Council, building owners and their professional design advisers

**Cost:** Existing and additional grant funding to be targeted for adaptive reuse and strengthening projects

## Retention and reuse of materials

*The value of heritage materials retrieved and retained from damaged or demolished buildings is acknowledged by the Council.*

The reuse of material will be encouraged by Council in order to enhance the character of the redeveloped Central City and to maintain a visible link with pre-earthquake Christchurch.

The Council will continue to work with CERA and building owners to retrieve key heritage materials and it will develop guidelines for sensitive and appropriate reuse in new buildings and public spaces. A variety of approaches may be considered, it is however recognised that it will not be possible or appropriate to integrate all salvaged materials.

The Council will also consider incorporating salvaged materials into the designs of new streetscapes and public spaces to enhance the character of areas.

This supports a sustainable approach to the city's rebuild as outlined in Green City.



Above: Reused materials can contribute character to our Central City.

### Retention and reuse of materials project

**What:** Council will encourage the retrieval of key features and develop guidelines to assist with the sensitive and appropriate reuse of material that is salvaged from demolished buildings

**When:** Retrieval of materials ongoing while demolition is underway. Develop guidelines for reuse of salvaged materials during 2012

**Who:** Christchurch City Council to advise building owners and design professionals

**Cost:** Storage costs and Council staff advice will be met through existing budgets

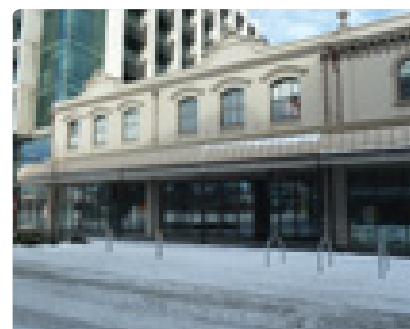
## Façade retention

*The Council may support and encourage the retention of facades where these contribute to the overall character and quality of the surrounding area.*

Building façades provide character to and assist with the legibility of streets and areas. Façade retention is generally not a preferred heritage conservation practice. However, given the damaged state of many buildings in Christchurch this may now be a practical way forward where full retention of a building is not feasible.

Façades can be strengthened and sympathetically incorporated into new buildings. In order to achieve successful results a number of factors have been considered and incorporated into the *Proposed Changes to the Operative District Plan and Global Stormwater Consent* including:

- Integrity of the original façade is maintained
- Existing architectural elements are retained or reinstated
- Repairs are carried out in appropriate materials
- Size and design of the new sections is informed by what remains of the original building and does not dominate
- New sections appear distinct or separate from the original



Above: Façade retention can be a means of contributing character to streets and areas of the Central City.

### Façade retention project

**What:** The *Changes to the Operative District Plan and Global Stormwater Consent* supports façade retention where full retention of a heritage or character building is not feasible

**When:** Now and as appropriate

**Who:** Council and other funding organisations, building owners and their advisors

**Cost:** Through existing and additional grant funding and provision of advice by Council staff

# Height and human scale

*A lower-rise Central City will have greater variety and more consistent density of activities and buildings to maintain the overall capacity in the area. The scale of remaining heritage buildings will be respected.*

*One of Christchurch's distinguishing features has been the spire of ChristChurch Cathedral. It was an important reference point for Christchurch before the earthquakes. Mature trees throughout the Central City will also form an integral part of the city's roofscape and, together with lower building heights, form the basis of a new identity.*

*Variation of heights across the Central City:*

Lower building heights will moderate the city's notorious winds and let in greater levels of sunlight to create better public spaces. The vertical scale of the streets becomes more people-friendly as the dominance of taller buildings diminishes. People will interact more at street level, creating a vibrant city environment. The lower heights also contribute to perceptions of safer streets as building occupants can maintain a connection with the street, by recognising faces or hearing sounds. People in lower buildings can more easily wander outside and contribute to street activities, helping to create a vibrant urban environment. The plan outlines an approach which is based on good urban design principles and responds to the community sentiment

for a low-rise city, creates liveable streets and spaces, and is mindful of the economic realities and demands for future capacity in the Central City. The Plan, which supports the retention of existing use rights in relation to height, provides for the balance between certainty and flexibility for both developers and their neighbours. The Plan proposes lower heights within the business zones and removes the plot ratio rule which restricted the floor area of taller buildings under the Christchurch City Plan. Heights will vary across the Central City with a maximum permitted height of 31 metres in the Core to maximum of 17 metres in the Mixed Use zone. Heights along street edges will be restricted to achieve a good street environment with upper storeys stepping back.

The heights of some key streets and places will be lower to provide for increased sunlight and recognise the character and sensitivity of these edges, for example City Mall, High Street and New Regent Street. The maximum permitted heights may be exceeded, subject to resource consent, where good outcomes for the Central City can be demonstrated. The plan acknowledges that some hotels may need additional height in order to be economically feasible. Once the location of the new convention centre is known, an adjacent area will be established where hotels may be sited. Building heights within residential areas of the Central City are largely unchanged from the Operative District Plan. The exceptions are a small number of areas where lower heights better align with adjacent zones.



**Height and human scale project**

**What:** Permitted building heights set out in the Proposed Changes to the Operative District Plan and Global Stormwater Consent

**When:** From 2012

**Who:** Building owners, designers, engineers, and Christchurch City Council

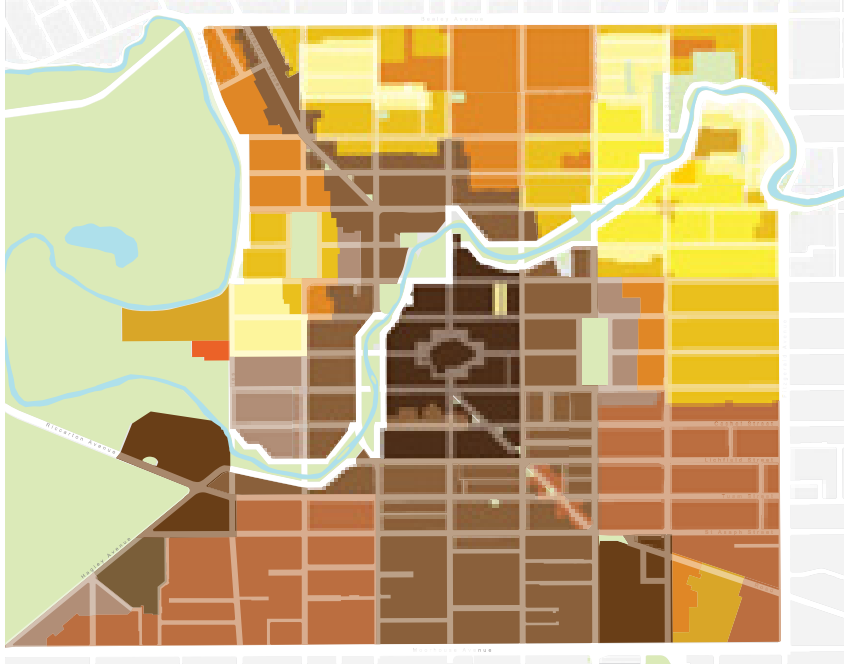
*Left: A gradual reduction in height from the Central City core to the Avenues. Street wall heights with a recession plane provides a pleasant street environment.*

*For detail on height limits within the Central City refer to the building height map in the Changes to the Operative District Plan and Global Stormwater Consent .*

Before and after benefits of a low-rise City:



Building heights across the City:



Legend

Open space	14 metres
6 metres	15 metres
8 metres	16 metres
9 metres	17 metres
10 metres	18 metres
11 metres	21 metres
12 metres	30 metres
	31 metres

Map is indicative only. For detail on height limits within the Central City refer to the building height map in the Changes to the Operative District Plan and Global Stormwater Consent .

## Good urban design

*Well-designed buildings will fit comfortably with existing and future architecture to provide a distinctive built environment in the Central City.*

*Good urban design creates an attractive, safe and functional built environment; from individual buildings to the contribution each development makes to the street and area within which it is located. This will be important to attract people back to the Central City and make it a place where people want to linger.*

The Council's response to community concerns about poor quality buildings includes a revised *Changes to the Operative District Plan and Global Stormwater Consent* that has new urban design provisions, an expanded role for the Urban Design Panel and continued provision of urban design advice. The Council is also committed to championing quality design through the delivery of Council-led projects, including infrastructure facilities, streetscape and land development. The Council is a signatory to the Urban Design Protocol which is a formal statement of its commitment to create quality urban design through its actions.

The *Changes to the Operative District Plan and Global Stormwater Consent* and supporting design principles will help make development in the Central City a safer investment. These will provide certainty as to what can be expected within particular sites and greater confidence of high-quality outcomes from future development on surrounding sites. This will encourage a coherent collection of buildings and spaces across the Central City.

The Central City Plan recognises that good urban design principles have quantitative and qualitative aspects. The approach is therefore for rules to specify

what development is possible while the assessment matters address the quality of the development.

The quantifiable aspects such as building height, set backs and access are specified as rules in the *Changes to the Operative District Plan and Global Stormwater Consent* to provide the certainty needed to plan developments. The qualitative aspects such as façade articulation, rooflines, signage, site landscaping, CPTED, heritage and special character will be assessed using urban design assessment matters specified in the *Changes to the Operative District Plan and Global Stormwater Consent*.

Council will continue to provide urban design advice and assessment by staff and the Urban Design Panel free of charge for five years to support the recovery. The Urban Design Panel includes urban designers and members of the New Zealand Planning Institute, New Zealand Landscape Institute, New Zealand Institute of Architects and New Zealand Property Council with additional expertise such

as cultural design and heritage expertise being called on a case-by-case basis. Urban Design Panel recommendations will be given increased weight to support the urban design controls introduced in the revised *Changes to the Operative District Plan and Global Stormwater Consent*.

Council also intends to develop non-regulatory, user-oriented design principles to support the wider rebuild in the Central City. The development of these through engagement with the community and professional designers will encourage increased awareness.

The 10 most important components of a successful plot-based development - fronts, backs and corners - are explained on the opposite page.



Fronts and backs serving different needs  
Parking and servicing located at rear  
Limited vehicle accessways



Active ground floors



Articulation on the facade



Variation of rooflines  
with built-up street edges



## In the front

*The interface between buildings and the street is one of the key aspects of creating great places. A good eye-level experience for people on the streets is the most critical.*

The principles are:

1. Continuous built edge: Lower building heights and consistent setbacks create a strong built edge that provides visual definition and enclosure of streets.



2. Ground floor interaction: Orientating buildings towards the street, through a high level of facade transparency and positioning all main building entrances along the street, sustains street life and improves public access and safety.
3. Weather protection: Features such as verandahs and canopies support year-round pedestrian access and clearly denote important retail edges or key entry points.
4. Façade articulation: Thoughtful detailing and a high proportion of glazing across the whole façade creates a more human scale, visual interest and improves public safety. Horizontal lines emphasise the base, middle and top of a building. Vertical lines reinforce historic plot boundaries and create a strong vertical rhythm along streets.
5. Interesting rooflines: Variation in roof forms, avoids long unbroken lengths and creates visual interest.

*Left: In the front provide a continuous built edge, plenty of ground floor interaction and interesting facades and roof lines.*

## On the corner

*Special treatment of block corners is an important part of defining the city grid and forming landmarks to help people to find their way around.*

*Below: Corners are landmarks of the street, they need to be interesting and memorable.*



The principles are:

6. Visual emphasis: Buildings of sufficient height and width strongly define corners and distinctive and memorable design features enhance the legibility of the city.
7. Multiple frontages: Corner buildings address all street frontages through consistent articulation, glazing and provision of building entrances at ground level.

## Out the back

*In an urban context, the backs of buildings accommodate many of the functional needs required to manage a building and to provide private amenity for its occupants.*

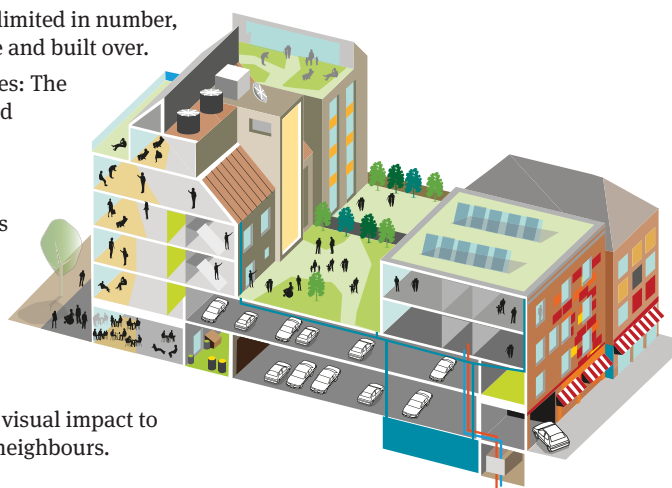
The principles are:

8. Private amenity: Courtyards, roof gardens and balconies provide important outdoor spaces, improve outlook and can moderate the internal environmental conditions of buildings.
9. Car parking and service areas: These are integrated into or behind building frontages within the block to minimise visual dominance of cars along street

or lane frontages. Access off a street or lane is most successful when accessways are limited in number, visually discrete and built over.

10. Plant and utilities: The coordination and integration of mechanical, electrical and communications equipment, lift shafts and access strips within the overall building design minimises their visual impact to occupants and neighbours.

*Below: Car parking and service areas are to be integrated into developments.*



### Good urban design project

**What:** Urban design provisions to promote high-quality rebuilding

**When:** From 2012

**Who:** A shared responsibility between building owners, designers, local authorities and residents

**Cost:** Estimated costs of \$3 million to support consent processing, the operation of the urban design panel and design advice



# Strengthening the grid

*The grid of the Central City is a strong feature of Christchurch – one that is made possible and accentuated by the flat landscape in which it sits.*

*The grid is typical of colonial settlements as it was easy to survey and its rectangular sections facilitated land sales.*

The rigid grid is relieved by several features, including the Avon River/Ōtakaro, Cathedral, Victoria, Cranmer and Latimer squares and two diagonal streets cutting across the grid; Victoria Street led originally to Papanui Bush, an important source of timber for the buildings of the early colonial city and High Street/Ferry Road led to Ferrymead, the final landing point for freight transported to Lyttelton by sea. The formality of the colonial grid creates large 100m x 200m blocks with vistas down the wide streets and long views of important maunga or mountains, the Port Hills and along the Southern Alps.

The four large squares – Cathedral, Cranmer, Latimer and Victoria – provide generous public open spaces within the Central City. In addition, the generous green spaces of Hagley Park provide welcome respite from the urban character of the Central City.

While these qualities are important to the identity of Christchurch, and should not be compromised, there are opportunities to complement this with a fine-grained, plot-based approach to building design.

The creation of different types of lanes and courtyards within blocks can help enhance and make the most of the grid layout as further explained in the City Blocks, Lanes and Courtyards project.

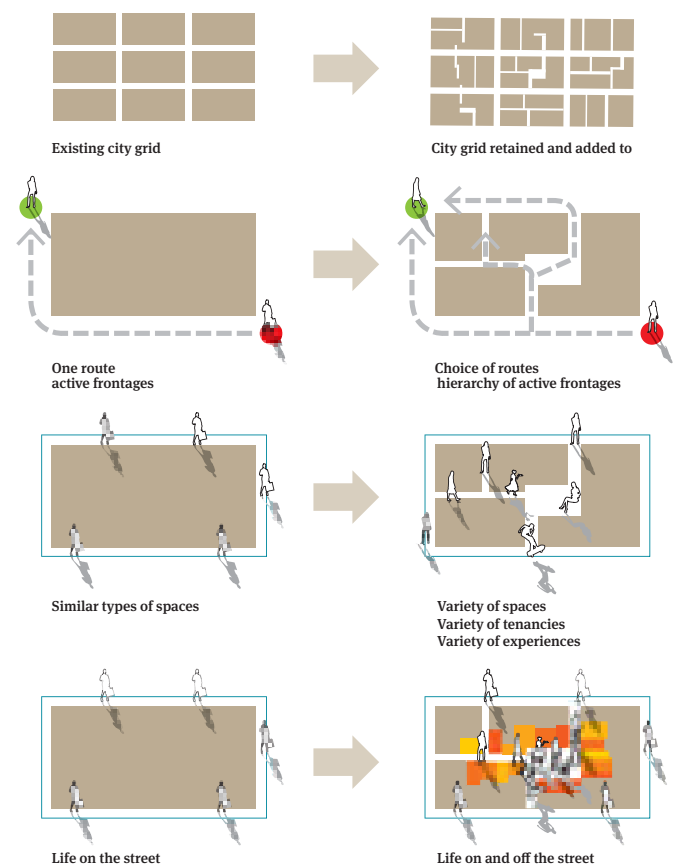
Use of lanes and courtyards will ensure the scale of the city becomes more people-friendly and accommodates a diversity of activities and experiences.

Opportunities for revealing and referencing historic waterways and the cultural significance of these will be considered as more detailed plans and designs are developed.



Above: Christchurch's street grid was laid out by Edward Jollie in 1850 and is an essential part of Christchurch's identity and character. Black Map 273. Courtesy of Archives New Zealand/Te Rua Mahara o te Kāwanatanga Christchurch Office.

## Before and after benefits of lanes and courtyards:

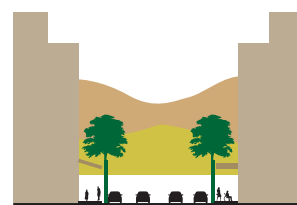


### Strengthening the grid project

**What:** Council will encourage good urban design principles to reinforce the city's street pattern

**When:** From 2012

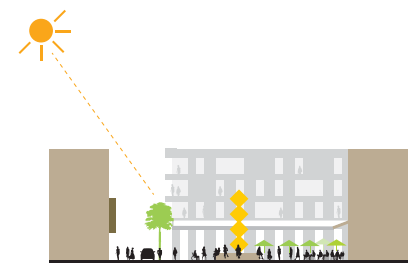
**Who:** Council through its own projects and by supporting building owners, developers and designers



Enhancing views along main streets



Intimate lanes



Creating courtyards for events and activities

## Comprehensive Development

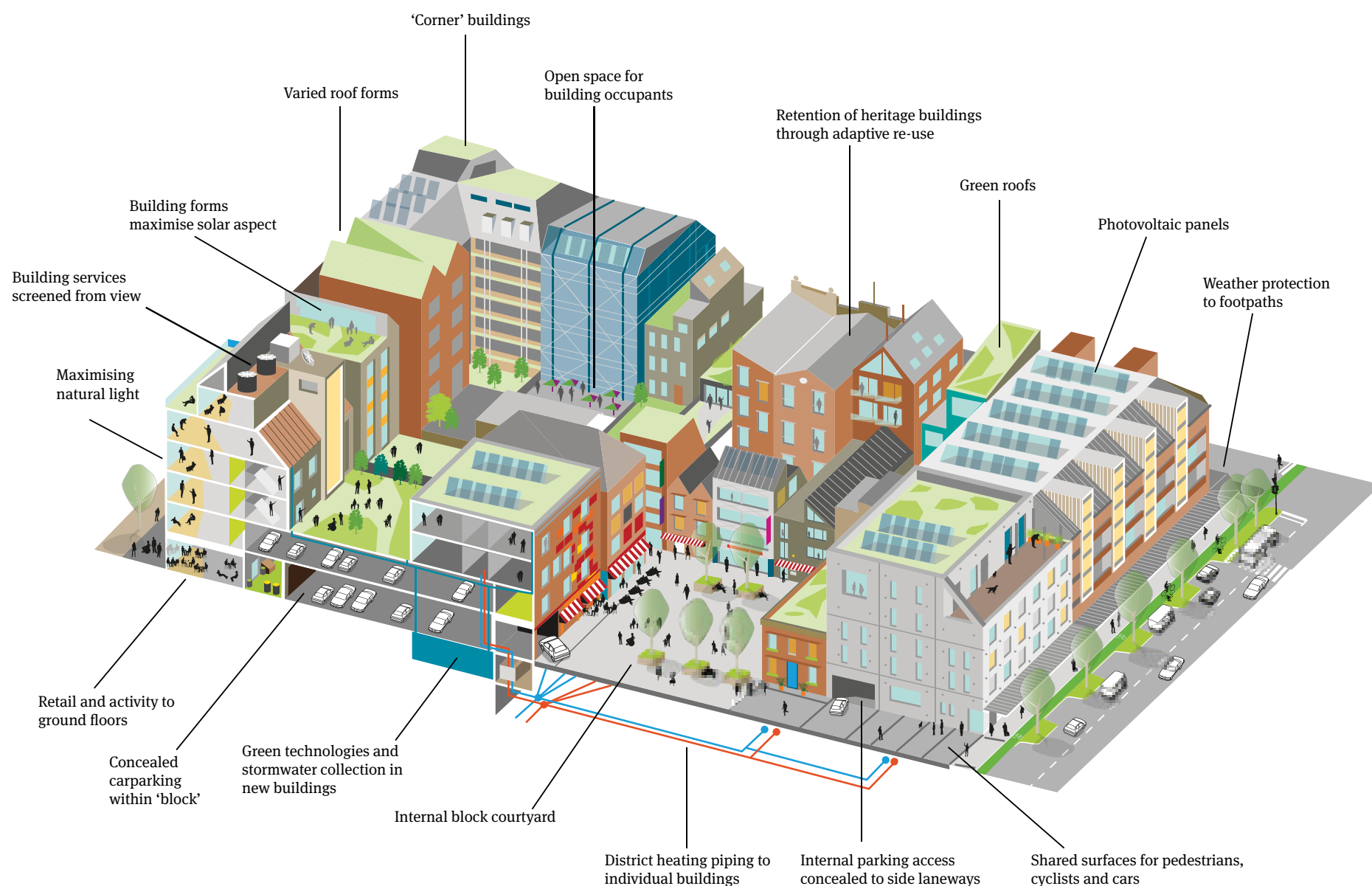
Large parts of blocks within the Central City are being cleared of damaged buildings following the Canterbury earthquakes. This provides a unique opportunity for property owners and developers to explore a comprehensive approach to development without being constrained by prescriptive rules. This encourages an innovative and flexible

approach to development that delivers efficiencies of scale for the developer. Larger sites allow developers greater flexibility to integrate a range of compatible land uses, a variety of buildings and open spaces and to enhance access within or through large blocks. These are intended to bring back

life to city streets, to support new lanes and courtyards and the reestablishment of precincts throughout the Central City. The Council will work with landowners and developers to produce high quality successful comprehensive developments. Volume 2 *Changes to the Operative District Plan and Global Stormwater Consent*

revises the operative Christchurch City Plan to enable larger developments to be considered holistically and prioritises those within the Core, Fringe and Mixed Use Zones.

An example of a comprehensive approach to development is shown below.



## City blocks, lanes and courtyards

*A comprehensive approach to block design to include lanes and courtyards will be important during the redevelopment of the Central City. Council will work with landowners, developers, tenants and the community to get the best results.*

The layout of the city grid consists of large rectangular blocks with some lanes. With so many buildings damaged, there is an opportunity to improve access within these blocks for living and servicing. This opens up the possibility of new internal frontages, greater amenity and provision for car parking within city blocks.

New lanes and courtyards will be developed in the Central City as part of the rebuild.

An existing network of service lanes and courtyards already thread through the city. While most are starkly functional, some have been transformed as popular routes and destinations. His Lordships Lane, SOL Square and Poplar Lane were successful examples of what can be achieved.

Lanes not only help unlock the potential of underdeveloped parts of the Central City but also enrich people's experience of the Central City creating an element of discovery and surprise. They provide convenient walking connections, opportunities for social interaction, inviting public spaces and quieter urban living options.

Council will protect the lanes that already exist and transform these utility areas into safe, vibrant and shared spaces. Safety will be a key consideration with Crime Prevention Through Environmental Design (CPTED) principles being included in urban design criteria in the *Changes to the Operative District Plan and Global Stormwater Consent*.

The Council will promote a variety of new through-block connections and spaces in other parts of the Central City, subject to

### City blocks, lanes and courtyards project

**What:** Three types of lanes in the Central City – Core, Fringe and Edge

Core: 20 lanes proposed in total (7 new and 13 existing)

Fringe: 49 lanes proposed (36 new and 13 existing)

Edge: 7 new lanes proposed

The Central City Lanes Plan and Design Guide will be updated to reflect the changes towards more contemporary lane development

**When:** Land acquisition to commence in 2012 as opportunities arise

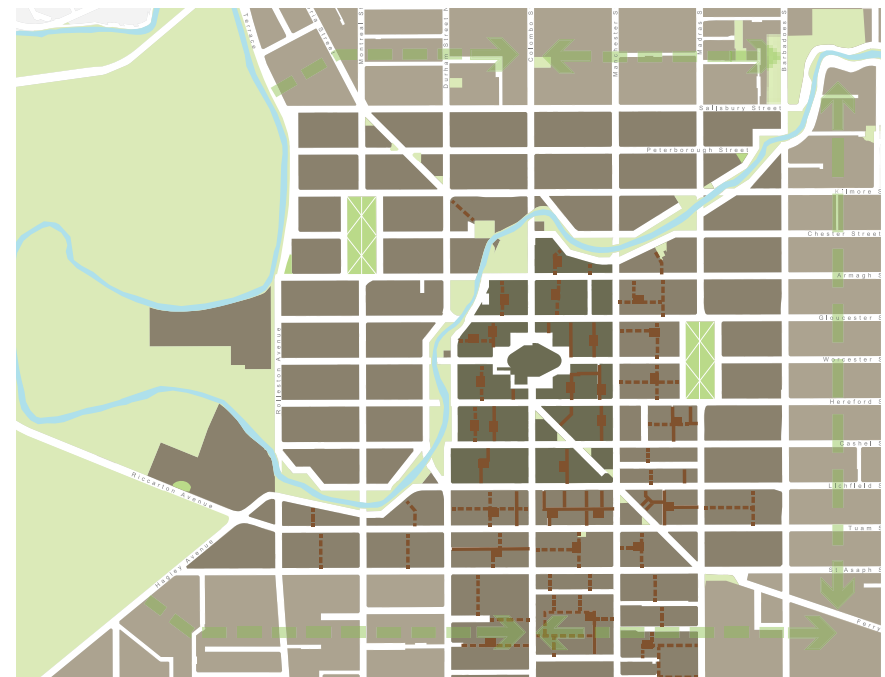
**Who:** Christchurch City Council will protect existing lanes and make strategic purchases to improve the network. It will also work with developers to enhance networks and upgrade existing lanes

**Cost:** \$49 million, including land

land ownership and public easements over private lanes.

The Council will make strategic land purchases where necessary to strengthen the network. Blocks which have been most affected by the earthquakes will be encouraged to integrate lanes and courtyards into the rebuild.

The *Changes to the Operative District Plan and Global Stormwater Consent* will protect existing lanes from being built over, ensure new development is complementary with the qualities of the lanes network and



facilitate new lanes where collaboration and comprehensive development allow.

The provisions for and design characteristics of lanes and courtyards will respond to three different types – core, fringe and edge – depending on where they are located.

The community is familiar with the existing lane network. A total of 26 existing lanes are identified, these are expected to remain although the buildings adjoining these may be damaged.

Up to 50 new lanes will be developed. This target has been estimated based on providing two lanes per block in the Core and Fringe areas.

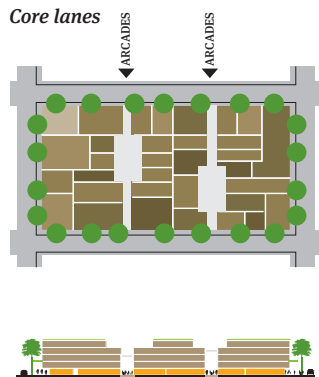
Lane developments will be consistent with Council initiatives for lighting in the city, safety through design and an accessible city as outlined in the City Life chapter.

#### Legend

- Core blocks
- Fringe blocks
- Edge blocks
- Existing lanes
- Potential lanes
- Courtyards

Map indicative only.

Core lanes



## Core lanes

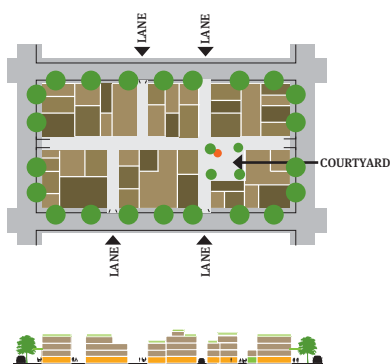
Retail arcades and narrow pedestrian-oriented lanes and courtyards will provide primarily north/south links between key public spaces of City Mall, Cathedral Square, New Regent Street and the Avon River/Ōtakaro.

Right: Mid block arcades and courtyards are used as retail spaces and for dining.



Image courtesy Tim Church

Fringe lanes



## Fringe lanes

The Lichfield Lanes precinct is an established lane network south of Lichfield Street and east of Colombo Street. The redevelopment of these lanes will be a key focus of this project. Lanes will be slightly wider for shared pedestrian and vehicle use and internal courtyards bigger than the Core Lanes to complement a range of entertainment and hospitality activities or communal use for local residents. There are opportunities to

expand this existing network as part of a rebuild required on substantially cleared blocks. See Market City for International Quarter and Covered Market.

Right: Lanes and courtyards create a variety of spaces and experiences within big blocks.

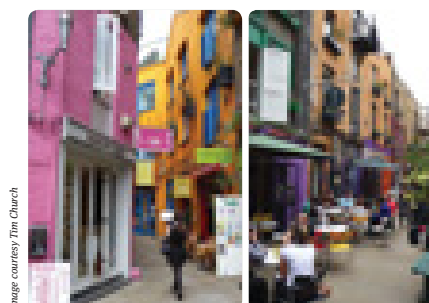
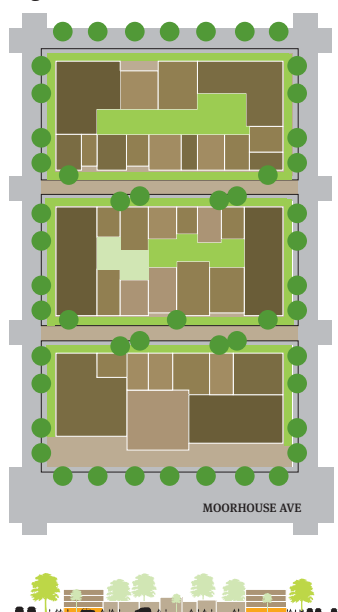


Image courtesy Tim Church

Image courtesy Tim Church

Edge lanes



## Edge lanes

Following the later 1850s release of the historic Town Reserve for urban development, the larger outer blocks of the Central City were not as consistently developed as those within the original Town Belt. Many through-block links were not fully completed or provided at all. In transitioning the land uses in some areas, particularly in the southern parts of the Central City, greater connectivity and amenity is now required. New shared surface lane connections will be made to break up these long blocks and reconnect the grid.

This increases the permeability of movement through these areas in conjunction with the Central City Greenway project (refer Green City chapter).

Right: Creating a greener setting within blocks for residents and small and medium-sized businesses.



Image courtesy Tim Church

Image courtesy Tim Church

# Precincts

*Precincts have been defined as the best way to organise and diversify the future development of the Central City.*

*The clustering of similar or compatible activities in areas add value, attracts visitors and provides developers and investors with certainty in terms of land use, building type and land value; and strengthens people’s associations within an area.*

Public and stakeholder feedback supports the strengthening of existing precincts and/or the creation of new areas in previously less defined or underdeveloped areas of the Central City. Establishing precincts will help to encourage development and provide clear direction for investment. The focus will be on providing direction while allowing areas to develop organically.

The clustering of activities and implementing a range of initiatives will help define the distinctive character and provide key destinations and public spaces to create a variety of Central City experiences. It is important to understand many factors shape precincts. Council will assist in establishing these areas by targeting its own capital investment through infrastructure and public facilities.

Decisions on land use and urban design through the *Proposed Changes to the Operative District Plan and Global Stormwater Consent* will recognise and support precincts. Incentives and collaboration initiatives will help establish, manage and promote precincts (Refer Market City, City Life and Transitional City chapters).

The Central City has the capacity to accommodate a range of land uses. A mix of land uses will help make the area vibrant and safer, day and night. A combination of financial incentives and revisions to the City Plan will help deliver a compatible mix of activities within precincts and limit uses that impact on the success of these.

Initiatives to support and foster strong local neighbourhoods are described in the City Life chapter.

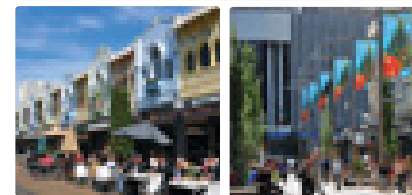
**Precincts project**

**What:** 11 potential precincts and three transition areas are identified within the Central City. The *Changes to the Operative District Plan and Global Stormwater Consent* will be tailored to ensure decisions on land use and urban design support the development and identity of precincts. Precinct oriented design principles will be developed and promoted.

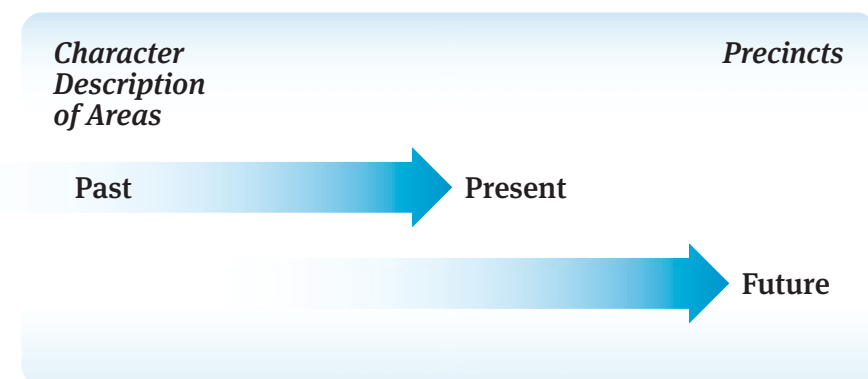
**When:** Planning starting 2012

**Who:** Council will target capital investment in infrastructure and public facilities and support this through recovery coordinators and promotion initiatives.

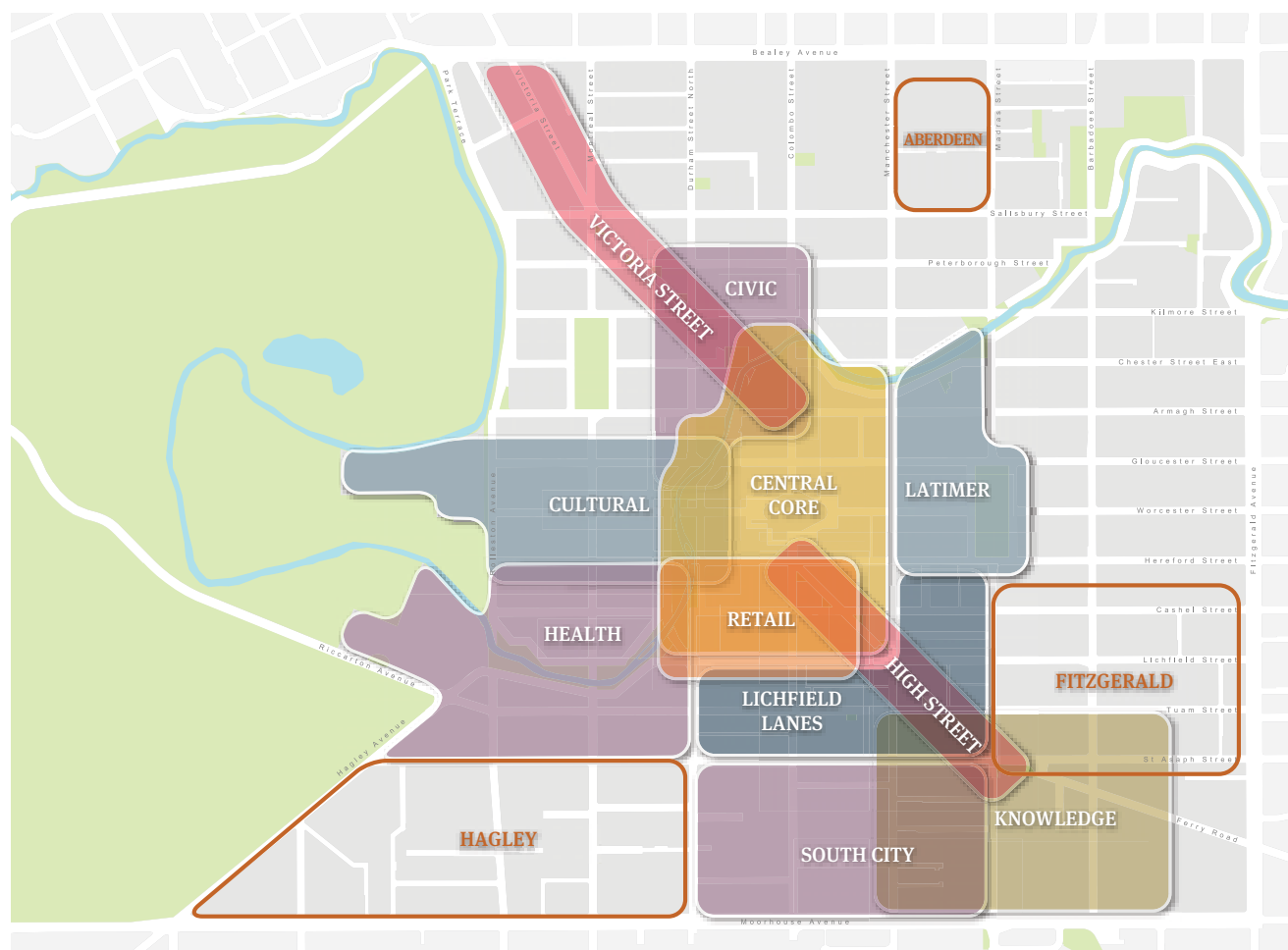
**Cost:** \$2.25 million



Above: Existing precincts: Lichfield Lanes, New Regent Street and City Mall are in the new Compact CBD.







### Transition areas

Transition areas have been identified where pre-existing land uses may change in both mix and intensity to create high quality mixed-use environments.

For example, industrial activities in the Central City have been declining and are now less suited to being located in the heart of the city.

These areas will be subject to a greater level of change as the precincts and neighbourhoods evolve over time. The effects of the earthquake will accelerate opportunities for change. There will be focus on achieving a distinctive mix of land uses that accommodate small-to-medium businesses and greater urban living.

A Mixed Use Zone has been included in the *Proposed Changes to the Operative District Plan and Global Stormwater Consent* to enable a diverse yet compatible mix of land use activities in these transition areas outside the commercial and retail core.

This zone aims to further intensify land use to create a more vibrant urban environment on the edge of the central city. This provides opportunities for residential uses in these areas that better utilise amenity and infrastructure, and a population that supports business and retail in the core. Residential living within these areas can provide a different experience to other central city zones, including the potential to live in close proximity to places of work.

Convenience shops, including a supermarket in the Aberdeen Transition Area, are provided for to service the local needs of workers and residents.

A higher level of green amenity will evolve through these provisions and other projects in this Plan, including the Central City Greenway project (see City Life chapter) and Edge Lanes (see Blocks, Lanes and Courtyards).

*"Create precincts and interesting little areas - places to explore and discover."*

Andrew, Cashmere





# City Life

*As someone with a lived experience of disability, I feel the new Christchurch city needs to endorse inclusive universal design to make it accessible for all people.*

Neelu, Ilam

*How about a central library for kids connected to the main library by a great cafe and play/reading area.*

Emma, Redcliffs

*Low-rise retail / commercial / residential space. Let's make it a city you can live and work in.*

Paul and Xanthe, Sumner

*Need a good mix of business, retail, cultural and residential activities to attract people and give the city life day and night.*

Margaret and Clark, St Albans

# Introduction

*Christchurch's redeveloped Central City will offer diverse living choices in new communities and celebrate the city's rich cultural diversity with inviting public spaces and new facilities, attracting people to what will be one of the great little cities of the world.*

Through Share an Idea, the community asked for a safe and vibrant Central City which attracted people throughout the day and into the night. This, they said, would result from providing accessible and attractive environments with activities and facilities for families, children, young people, older persons, different ethnic communities and people with disabilities. Of primary consideration was ensuring the Central City had a healthy, safe and inclusive environment, with no barriers to access.

**Build the  
whanau and  
you will build  
the city.**

**Aroha Reriti-Crofts,  
Ngāi Tūāhuriri/Ngāi  
Tahu**



They said the Central City should be a place where there was a range of things to do, including shopping, performing arts, live entertainment, sport and recreational opportunities and play spaces. The community also wanted plenty of cafés and restaurants spilling into the streetscape, and more appealing streetscapes. They asked for more community services and facilities to help attract more residents, in particular young people, to live in the Central City. They wanted to see more recognition of local Māori identity, Pacific peoples and other ethnic communities to better reflect the cultural diversity of the city.

Initial discussions with key stakeholders focused on health, community and social issues and facilities; safety and crime prevention; inner-city living including social and affordable housing, and neighbourhood identity; church activities; recognising culturally and linguistically diverse communities' needs, and age and disability considerations; importance of the arts to the vision of the city; arts facilities, performance and exhibition spaces; a possible creative/cultural hub or precinct; events; and sports and recreational facilities.

### **Tell Us What You Think**

Through the formal Tell Us What You Think consultation, the community shared a desire for facilities, spaces and activities for young people to enjoy. They strongly supported an increased residential population in the Central City, affordable housing, social housing, visitor accommodation and easy accessibility for residents to local amenities/shops.

There was support for churches as focal points/centres of activity, the rebuild of Community House, the provision of early childhood centres and for a barrier-free city in respect of the Central City's infrastructure.

There was widespread agreement that the creative sector is a significant driver in the regeneration of urban areas and attracter of private investment, with support for a dedicated artists' quarter. Positive comments were received for a professional theatre for a wide range of independent companies and for the Court Theatre returning to the Cultural Precinct.

The proposal for a Central Playground and network of smaller play spaces was strongly endorsed as a way of bringing families into the Central City, along with requests for play spaces to cater for all ages. The Metro Sports Facility attracted strong support in principle, with some concerns about location and the loss of smaller-scale facilities in the Central City. Regarding education, there was mixed support for the Education Choice proposal. There is less support for, and some opposition to, encouraging students to live in the Central City.

There were a range of opinions about the Central City after 10pm.

### **Our Plan**

As a result, the Central City Plan proposes new sports, performing arts, knowledge, learning, cultural and creative industry facilities. International competitions could be held to ensure these facilities incorporate innovative and high quality design.

Public art and creative lighting will be peppered throughout the streets, public spaces and buildings, adding colour, interest and creating a sense of anticipation of what awaits to be discovered.

Families will be encouraged back into the city with new housing options and amenities, such as a new central playground and a series of smaller green spaces, linking through to Hagley Park. The Central City will be a great alternative to living in the suburbs.

The city's population is changing. It is growing, ageing and becoming more culturally diverse, and as the city begins to be redeveloped, there is an opportunity to make the Central City a great place to live. New buildings, public and open spaces, living and work places, and community places and services will be built in the Central City adding new meaning to urban living in Christchurch. These new amenities and living options will be accessible to everyone and there will be a range of incentives to make living in the Central City more affordable.

Residential incentives, affordable housing and social housing will enable more people to live in and enjoy the new amenities offered in the Central City. This will add diversity to the new neighbourhoods which will evolve in the southern and eastern sectors. A sense of community within these new neighbourhoods will be supported by vibrant neighbourhood centres.

Council will work with a range of partners to support the investment needed to provide these new facilities, services, spaces and activities. These will attract people who add the vibrancy to the spaces and will give the city its heart. Christchurch will be a safe and great place to enjoy day and night.

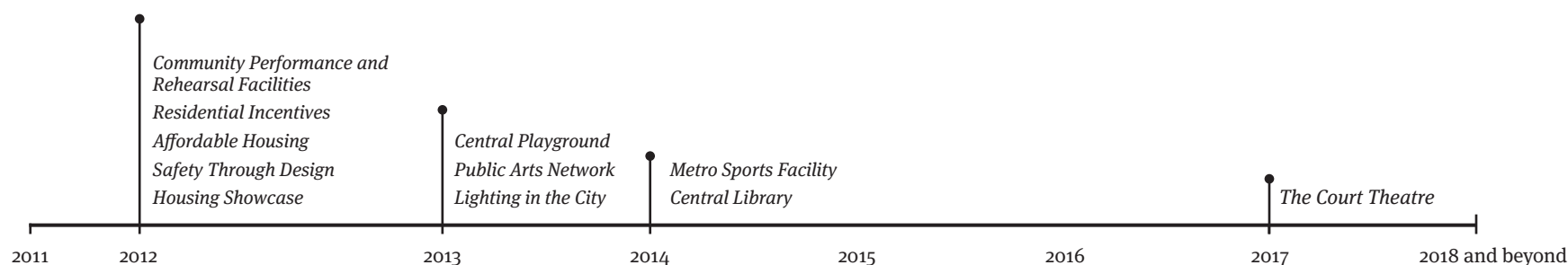
### **Key Projects**

1. **Metro sports facility**
2. **Movement facility**
3. **The Isaac Theatre Royal facility**
4. **Outdoor performance spaces**
5. **Arts and crafts studio assistance**
6. **The Court Theatre**
7. **Public arts network**
8. **Central playground**
9. **Education choice**
10. **New central library**
11. **Tertiary education package**
12. **Lighting in the city**
13. **Safety through design**
14. **Christchurch Community House**
15. **Residential incentives**
16. **Social housing**
17. **Affordable housing**
18. **Neighbourhood centres and initiatives**
19. **Housing showcase**

# Overview

*New public facilities and housing options will offer increased choice, opportunities and easy access to a new kind of urban living in central Christchurch, defined by new living spaces and neighbourhoods.*

Proposed Project Start Dates:



*The new metro sports facility will attract people from across Christchurch, Canterbury, New Zealand and internationally to learn, train, compete, participate, relax or watch a broad range of sports activities and events.*

It will be a top-class venue and centre of excellence, accessible to people of all ages, abilities and sporting skills. The facility will be conveniently located in the Central City, close to other sporting facilities and with easy access by public transport, private vehicle and new walking and cycling links. The new Central Library will be the city’s hub for knowledge, heritage materials, information technologies, recreational reading and listening. It will be an integral part of the Central City and a gateway to the world via its library collections and digital access. Christchurch’s reputation as a centre for learning excellence will be strengthened by the growth and development of school, tertiary and specialist teaching and learning institutions and facilities in the Central City. Christchurch’s reputation as a city that embraces the arts will be enhanced by the building of performance and rehearsal spaces, a new Court Theatre and facilitating other spaces for the city’s arts and creative industries. These facilities will support

local creative talent and the industry, and help to attract and showcase artistic excellence. Appreciative audiences, arts lovers, collectors and shoppers will thrive on the Central City’s rich arts life.

Installations of public art will entertain, add interest, colour and life to streets, while challenging the community to interact in different ways to their local environment.

A family trip to the Central City or a weekend stroll for local residents will include a visit to the new Central Playground or series of play spaces throughout the Central City, including the playground in the Botanic Gardens. Whether six, 16 or 60, fit or frail, a playground is the perfect place to have fun or simply watch the world at play.

Better lighting and the use of crime prevention principles in the design of spaces and buildings will make the Central City more inviting and a safer place to be – day and night.

Continued access in the Central City to community-focussed organisations, such as former Community House tenants, is important for people who need their help or support. The city’s public transport network and location of key central government and health institutions in the Central City make it the logical home for such groups. In recognition of their importance to the health and wellbeing of Christchurch residents, the Council will continue to provide support

for community-focussed organisations, including through the provision of grants.

Small, locally-based community centres will be developed within existing and new residential areas, providing a hub for neighbourhood activities and initiatives. These will be places where residents can meet, run activities and share ideas important for developing a sense of community and place.

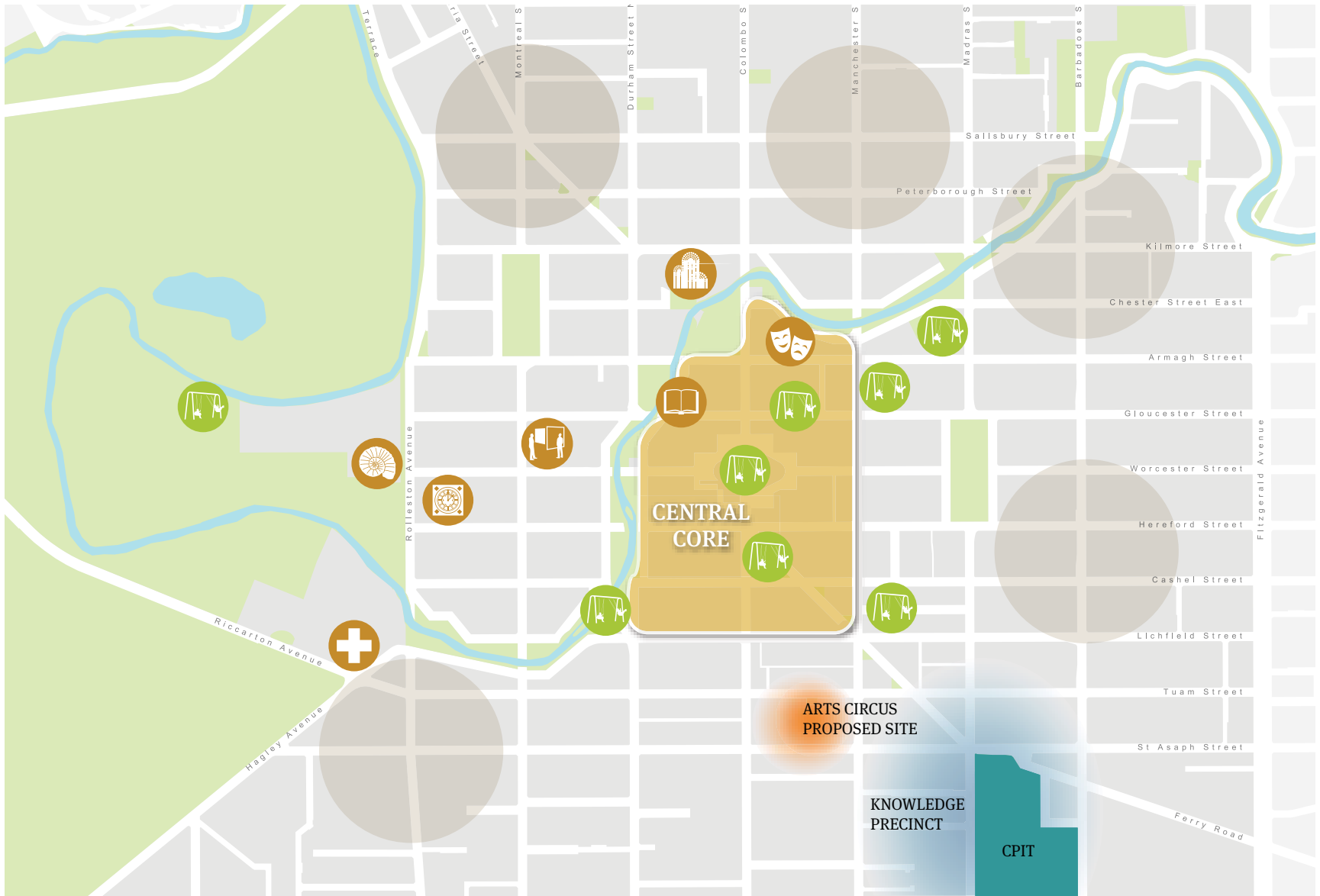
With an abundance of places to go, spaces to relax and activities to enjoy, the Central City will be a great place to live. Residential incentives, affordable housing options and continued access to social housing will encourage and enable anyone to live in the Central City. A range of sustainable, medium-density housing options suitable to the New Zealand lifestyle will be found at the Housing Showcase. It will demonstrate the best of new urban living in Christchurch, where people will already be living and working.

Many of the projects in City Life link with projects identified in other chapters, all of which contribute to stimulating growth and economic recovery within the Central City.










 **Targets**

- The Central City is a key family destination
- The Central City attracts a wide range of people
- The Central City attracts and celebrates cultural diversity
- People feel safe in the Central City
- The Central City is a top cultural and recreational destination
- Metropolitan services are located within the Central City
- There is an increased range and choice of housing in the Central City
- The Central City has 10,000 households including families by 2030
- Residents are satisfied with the appearance and function of residential areas in the Central City
- Central City residents and workers can access a wide range of services and connect within local neighbourhoods
- Employment in the Central City exceeds pre-earthquake levels



# The Plan



Above: The map shows Key Projects for City Life. Some projects don't have specific sites.

-  Playgrounds - indicative locations
-  Canterbury Museum
-  Arts Centre
-  Christchurch Art Gallery
-  Christchurch Town Hall - existing site
-  Isaac Theatre Royal - repair and redevelopment
-  Central Library - existing site
-  Otago School of Medicine
-  potential neighbourhood centres

-  Metro Sports  
*Site to be determined*
-  Proposed Movement Facility  
*Site to be determined*
-  The Court Theatre  
*Site to be determined*

-  Public Arts Network  
*To be determined as opportunity arises*
-  Art and Craft Studio Assistance  
*Various sites as opportunity arises*

## Metro sports facility

*A sports hub within the Central City is planned to be home to world-class sporting facilities which will strengthen Christchurch's reputation as a premier international sporting destination.*

*Feasibility studies will be completed to investigate the full range of activities to be accommodated within the facility and potential sites within the four avenues. The development of the sports hub will be done in conjunction with a review of the city-wide Aquatic Facilities Plan and other sporting facilities.*

Developed during the next six years, in partnership with sporting organisations, the nucleus of the sports hub will be a state-of-the-art aquatic centre and an indoor stadium. The aquatic centre will have an Olympic-sized swimming pool, sports pool and leisure pools which, along with the indoor stadium, will attract international sporting events and provide a preferred venue for national championships. The facilities will provide world-class facilities for residents and be a focal point for sport and recreation in Christchurch.

### *Metro sports facility project*

**Where:** Within the Central City

**When:** 2014 to 2018

**Who:** Christchurch City Council to implement, initiate and work in collaboration with central government and the sporting sector

**Cost:** \$280 million, including land

Supporting the development will be a health and fitness centre, elite performance training facilities, centralised sport management and administration support facilities and artificial surfaces. All facilities will be available for use by a wide range of sporting and community groups and it is expected to attract more than two million visitors annually.

The facilities will be multi-use to give the best economic return for the city and offer links to education providers in the Central City. The sports hub will have strong

connections into the heart of the Central City, to accommodation and public transport networks, including a potential light rail link.

The establishment of a new sports facility provides the opportunity to both support and incorporate Maori and Polynesian identity and sporting culture into the complex, through the design concepts, spaces and facilities. In particular, the provision of a public open space, using a marae atea concept, would bring an appropriate cultural space into the facility. Council will consult with Ngāi

Tahu and other Māori and Polynesian communities on the project.

The hub will be easily accessible and located close to other sporting facilities, so as to provide a catalyst for other sports-related business development in the area.

Easy private vehicle and public transport access will be provided to the facilities and will connect with the central area by excellent pedestrian and cycle routes.

The sports hub will be a strong focal point in the Central City and a great attraction



Right: Conceptual image of Metro Sports facility



for many visitors to the city. It will also be a neighbourhood amenity for the new communities which will develop in the Central City as part of the redevelopment. While the new metro sports facility is being built, transitional and temporary options for providing community swimming pools and fitness facilities will be investigated, along with swim education options for the Central City.

*“A high performance centre in Christchurch that attracts national talented athletes and international events would be fantastic for our city.”*

Sophie, Paralympic Gold Medallist





## Arts in the city

*The arts and creative industries are central to the Christchurch economy as well as the recovery of the Central City.*

*These sectors contribute to community wellbeing and will provide an anchor for tourism and hospitality as the redevelopment progresses.*

The Council believes there is a real opportunity to anchor the arts community with a range of key facilities which will act as a catalyst to recover and develop a thriving arts and performance community in the Central City.

Council acknowledges new and redeveloped performing arts and crafts facilities that are affordable and designed for a broad range of uses are required. These facilities will benefit a number of practitioners and organisations over a range of disciplines. These include, but are not limited to:

- Performing arts (theatre, comedy, classical music, chamber music, dance, etc)
- Craft and applied arts (jewellery, ceramics, textiles, wood, metal, glass, etc)
- Design (architecture, graphic, website, interior, product, etc)
- Film and television
- Māori arts
- Pacific and other ethnic community arts
- Music industry
- Visual arts (fine arts, photography, sculpture, etc)

These facilities will support the creation of talent and content that can be showcased locally, nationally and internationally, as well as attract visitors to experience new entertainment opportunities.

Council recognises Ngāi Tahu as a key stakeholder in the development of future facilities, projects and initiatives in relation to Art in the City projects. Council will ensure that Ngāi Tahu artists and performing arts needs and spaces

are incorporated into these plans and projects. Ngāi Tahu involvement will also extend to specific representation in the Arts and Creative Industries Earthquake Leadership Forum and the review of the 2002 Arts Policy.

The Council will also work with Creative New Zealand to ensure Christchurch does not lose arts organisations, artists, and creative businesses to other cities as this will affect the city's ability to retain population, encourage business investment and attract visitors.

The Council is also committed to repairing, re-building or developing key performance and creative spaces, such as the Town Hall, the Christchurch Art Gallery, Canterbury Museum and the Arts Centre, as well as working with community performance, music and cultural groups to provide affordable facilities in the short-to-medium term.

These facilities will be retained largely through the provision of insurance cover. Any further costs regarding demolition or improvements made to the structures and/or provision of new land will be considered on a case-by-case basis.

New facilities and initiatives planned include:

- Isaac Theatre Royal rebuild
- A new state-of-the-art Court Theatre
- Council-led movement facility to provide for a range of activities, including dance, physical theatre and circus arts
- Working with the Christchurch Music Centre to find a suitable Central City site
- Investigating the provision of amphitheatres and outdoor performance spaces as part of the development of public spaces in the Central City
- Working with the creative arts community to identify options to provide cost-effective studio, workshop, exhibition and retail spaces

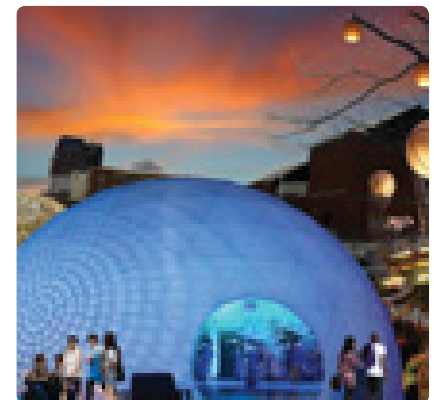
These could be developed as part of re-establishing existing public and private facilities and the Council will work with key funding partners and stakeholders to determine the best solutions, as well as securing sponsorship for these facilities.

The Council will also work with other partners to support both the River of Arts (a journey through the Central City, linking the Cultural Precinct with arts facilities and initiatives as a framework to foster arts activity) and the Arts Circus (a temporary arts neighbourhood and entertainment area showcasing a range of art forms and being home to many of the city's festivals) projects to stimulate recovery.

Council will help to establish an Arts and Creative Industries Earthquake Leadership Forum, as well as reviewing its 2002 Arts Policy and the Public Art Strategy and Policy. The Forum will comprise industry and community stakeholders who will work together to provide a cohesive arts and creative voice in the Central City recovery.



*Above: Performance and creative expression are critical for the recovery of the Central City.*



*Above: The Arts Circus A Transitional City Arts Neighbourhood courtesy of Arts Voice Christchurch.*

## Community performance and rehearsal facilities

*The recovery and re-establishment of the performing arts in the Central City requires facilities for learning, rehearsing and performing.*

Before the earthquakes, the need for central, affordable performance and rehearsal spaces for a range of users was identified. There is now an even greater need to develop the facilities and retain these groups to aid their recovery within the Central City.

Christchurch’s music, cultural and performance communities are recognised as important sectors in the city. The Council will work with these groups to analyse their needs in the short-to-medium term.

The Council is committed to rebuilding or redeveloping the Town Hall – the city’s main venue for large concerts – once the future of the earthquake-damaged building is known.

During the development of the Central City Plan, the Council met with various groups and organisations representing Christchurch’s arts community, particularly Arts Voice, who identified the need for the following facilities which the Council endorses:

*“Access to art and culture is very important in the Central City. Music and art exhibitions, cultural happenings/public lectures and debates. These are the life of Christchurch”*

Share an Idea, Community Expo

### Movement facility

A new, purpose-built movement facility to accommodate a range of activities, including dance, physical theatre and circus arts. It will provide a mix of teaching, training and professional practice studios, along with office, meeting and living spaces to host artists-in-residence. The movement performance space, to be designed in consultation with the sector, will include retractable seating for up to 350 people and a shared box office and café. The facility would be available for community hire at affordable rates.

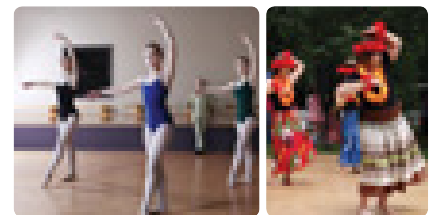
#### Movement facility project

**Where:** Site to be determined

**When:** By 2015/16. Council will explore the possibility of bringing forward the build date in consultation with partners

**Who:** Christchurch City Council and possible private and public funders

**Cost:** \$17 million, including land



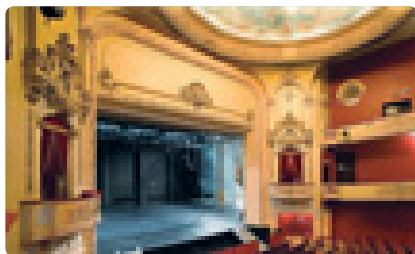
Above: Affordable higher charges will ensure the new community performance and rehearsal facilities will be used by the whole community.

# Arts in the city

## Community performance and rehearsal facilities

### Isaac Theatre Royal – performance facility

It has been identified there is a need for a 1200-seat venue to accommodate a variety of shows, opera and orchestra performances while the Town Hall is unavailable. The Council is committed to a funding partnership, working with central government and the Isaac Theatre Royal to deliver a fast-tracked rebuild of the theatre, including improved and extended stage facilities. Council's commitment is subject to the theatre being available for community use at affordable rates.



Above: Isaac Theatre Royal is in need of repair and redevelopment.

#### Isaac Theatre Royal – performance facility project

**Where:** Existing site

**When:** 2012 - rebuild date subject to ongoing consultation with partners

**Who:** Isaac Theatre Royal Trust, central government and the Christchurch City Council

**Cost:** \$4.55 million

### Outdoor performance spaces

To assist with the ongoing need for a range of outdoor performance spaces, the Council will investigate the provision of amphitheatres and performance spaces as part of the development of public spaces in the Central City.



Above: Performance and creative expression are critical for the recovery of the Central City.

#### Outdoor performance spaces project

**Where:** Sites to be determined

**When:** By 2014/15

**Who:** Christchurch City Council and possible private and public funders

**Cost:** \$150,000 for investigation and feasibility study. \$2.8 million: provisional sum for capital works – dependent on above study

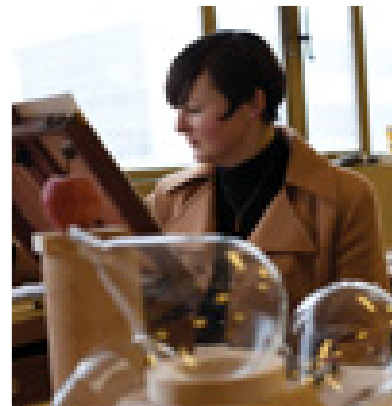
### Arts and crafts studio assistance

With the damage to the Arts Centre and artist studios in the Central City, the city has lost studio space. These studios and workshops offered the opportunity for local artistic talent to develop and collaborate in a central location.

The Council recognises the arts are a key driver in the regeneration of urban areas, stimulating new business and creating vibrant, creative spaces.

The Council will help the creative sector to find cost-effective studio, workshop, exhibition and retail spaces within the Central City, and help facilitate the affordable or free use of vacant buildings and sites until these are redeveloped.

The Council will also undertake to work with the creative arts sector to identify their medium-to-long term needs as the Central City is redeveloped.



Above: Artist Zina Swanson in her studio Image courtesy Christchurch Art Gallery.

#### Arts and crafts studio assistance project

**Where:** To be determined

**When:** From 2012 to 2017

**Who:** Christchurch City Council and possible private and public funders

**Cost:** Up to \$4.84 million, with other funding from partners

### The Court Theatre

A new state-of-the-art Court Theatre is proposed within the Central City, recognising The Court's position as the leading theatre company in New Zealand.

The Court Theatre employs the greatest number of theatre artists in New Zealand and its performances account for more than one-third of all national theatre attendances annually.

The development of this new venue will involve investigating partnerships to assist with capital and operational costs. Council will also explore with the Court Theatre's funding partners options to bring forward the build date for a new permanent home back in the Central City

Christchurch is fortunate to have had a variety of top-class performing arts groups and theatre companies operating within the Central City. The Council is committed to retaining and re-establishing as many of these groups as possible within the Central City. The Council will assess the needs of these groups and explore the potential for them to use the temporary Court Theatre space in Addington.

The new Court Theatre will be a flagship of the performing arts in Christchurch. It will present a diversity of year-round arts and entertainment choices, inspiring and attracting new and large audiences, as well as continuing to serve those Christchurch residents and visitors to the city who regularly enjoy the performing arts.

#### The Court Theatre project

**Where:** Likely to be in the Cultural Precinct

**When:** Built by 2019

**Who:** The Court Theatre, Christchurch City Council and other private and public funders

**Cost:** \$42 million, including land

# Public arts network

*Public artworks and creative activity enhances public spaces, create identity and provides an interesting journey through the Central City.*

*Public art can also be a key element in the regeneration of places and provide for play opportunities, as well as reflecting the cultural heritage and identity of Ngāi Tahu and other peoples and cultures in the city.*

New public artworks and art activity will add colour and interest to our Central City spaces, and will assist residents and visitors in exploring the Central City's streets, parks, buildings and lanes.

There is a significant opportunity for public artworks and art activity to be an integral component of the rebuild and redevelopment of public facilities, sites, recreational areas and commercial buildings.

This will be achieved through Council continuing its support for SCAPE and increasing its funding for public artworks in the Central City. Council will also seek ways to integrate public artworks into significant private developments by attracting philanthropic interest in public art, forming partnerships with businesses and individuals to match Council contributions and by securing key sites during the rebuild for public art to add excitement and interest to the area.

The Council will investigate funding options for arts programmes to support or maintain a series of interconnected spaces along a “river of arts” through the Central City, as well as investigating the adoption of a policy where a percentage of the budget for new public facilities could be set aside to commission and install public art.

Resources will be provided to facilitate and manage new public artwork installations and art activities, as well as building partnerships in the community to ensure artworks are planned as part of the rebuild.

### Public arts network project

**Where:** Sites with high visibility, with particular environmental, historical, cultural and social significance. Also sites which may be appropriate for corporate stakeholder and arts patron investment

**When:** Starting 2012/13

**Who:** Christchurch City Council and possible private funders

**Cost:** \$2.7 million; funds will be available for use in Transitional City public art projects

*“I reckon that we should have big open spaces and in those spaces we should have art work, bright, vibrant and colour sculptures.”*

Share an Idea, Community Expo



Above: A mix of interesting art installations to stimulate the senses. Right: The Central City's most recent public art installation, Passing Time, located on the CPIT campus.



# Central playground

*Playgrounds bring families to city centres, their children filling open spaces as they run, jump and climb on stimulating play equipment.*

*A new central playground and series of play spaces will be redeveloped throughout the Central City. These spaces will use water, music, art and sculpture to help create exciting new urban spaces for all ages. The playgrounds will attract thousands of visitors annually and link through to Hagley Park and the existing playground in the Botanic Gardens.*

Further investigations will be carried out to determine the best locations for the Central Playground and other spaces.

The playgrounds will assist in the recovery of Christchurch by bringing families back to the Central City, providing places where all ages can play and relax together. The playgrounds will be developed as a trail to help create a journey through the Central City with water, art and music providing points of interest for adults, youth and children.

These play spaces provide an additional Central City experience for people who may not have otherwise come into the Central City for activities, such as shopping or dining.

Elements that reflect Māori culture and concepts will be incorporated into the playgrounds. The playgrounds will provide space for attractions, events and the use of technology, such as water features and light displays will allow adults and families to enjoy the play spaces outside of traditional hours of use. Christchurch has not had a quality Central City play space. Children who have grown up in central Christchurch have not had ready access to playgrounds like their suburban peers. The central playground design will give children the opportunity for socialising and recreation within their own neighbourhood and add to the wellbeing of Central City residents. This in turn will generate the potential for those that grow up in the Central City, to have a strong association with it and in time return or stay within the neighbourhoods they enjoyed as children.

## Central City playground project

**Where:** Various locations

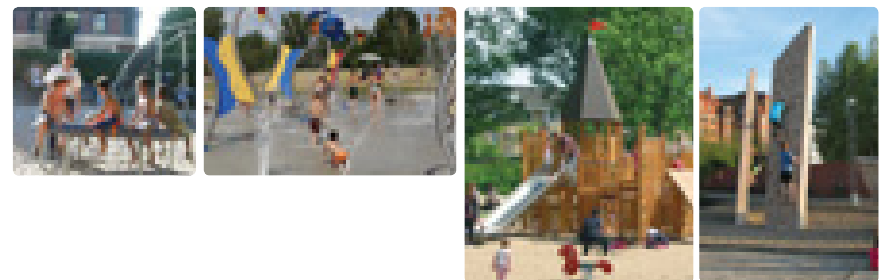
**When:** Flagship playground starting by 2014; secondary playgrounds built by 2022

**Who:** Christchurch City Council

**Cost:** \$10.8 million, including land

*“A big playground right in the City Centre.”*

**Ellie and Phoebe, Ashley**



*Above: Iconic and stimulating play spaces along the river will attract families to the Central City. Top and bottom images courtesy of Playrope.*



## Learning in the city

*A great city is one that encourages all its residents to keep learning and where the community can share information, engage in conversation and debate and feel stimulated to explore new ideas and develop their thinking.*

*Christchurch's Central City will be developed as the South Island's centre for learning and knowledge.*

It will be a place where residents and international students will be drawn to study because of the world-class facilities that provide rich, stimulating learning environments and connect them with business innovation to promote success.

Educational opportunities bring people to the area and remove barriers. Council has a desire to expand the learning and knowledge sector in the Central City for the benefit of the wider community.

*"A really big library with heaps of books because I love reading, and heaps of other people do too, with a big Zen garden in the middle."*

Share an Idea, Community Expo

### Education choice

*Good access to quality schools is one of the key considerations for families when choosing a location in which to live. This will be no different for families looking at the Central City as a place to settle. Without good access to primary and secondary schools the Central City will struggle to reach its potential as a place for everyone to live.*

The Council will work with the Ministry of Education as it develops the Education Renewal Recovery Plan. For Council, a key part of this will be to investigate a range of mechanisms, such as school zoning provisions, that will encourage more residents into the Central City by enabling them to have access to a range of schools. This will support the target of 10,000 households, including families in the Central City.

A close working relationship with the Ministry of Education and schools is required to ensure that plans for

education redevelopment and repair are aligned with wider goals for recovery and revitalisation of the Central City. In particular, the Council is committed to supporting Central City schools to re-establish or continue their operation.

Other key Central City issues to be addressed as part of education recovery planning, include Council working with the Ministry and private providers to determine future needs for early childhood education as part of the Central City recovery; ensuring existing schools in the Central City are integrated into their communities; and identifying new facilities that could be shared between schools and the community.



*Above: Good access to all levels of education is a key consideration for families when choosing where to live.*

#### Education choice project

**Where:** Central City area

**When:** This project needs to happen early in the recovery process in order to encourage the residential development – 2012 to 2014

**Who:** Ministry of Education, Central City schools, early childhood education providers and the Christchurch City Council

**Cost:** \$150,000

# Learning in the city

## New Central Library

*Christchurch's new Central Library will be a social hub for the community; a place to explore new ideas, learn about new worlds and be stimulated by the digital age of information.*

Whether it is the joy of reading for pleasure, recreation, discovery or lifelong learning, libraries are integral to developing strong communities, being places where cultural diversity is celebrated and communities are engaged, inspired and informed.

Christchurch City has a proud history of investing in libraries. The new Central Library will be the flagship for the city-wide network of 20 libraries. From its architecture to the services it provides, the new Central Library will be a destination within the Central City, welcoming residents and visitors and connecting to the surrounding open spaces.

### New Central Library project

**Where:** Site to be determined

**When:** Starting 2014 to 2017

**Who:** Christchurch City Council, working in partnership with the National Library, National Archives and Te Rūnanga o Ngāi Tahu

**Cost:** \$115 million

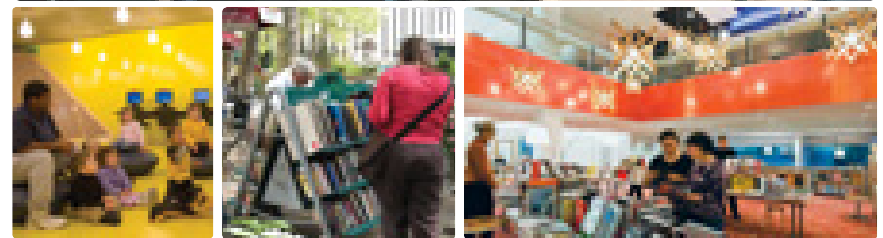
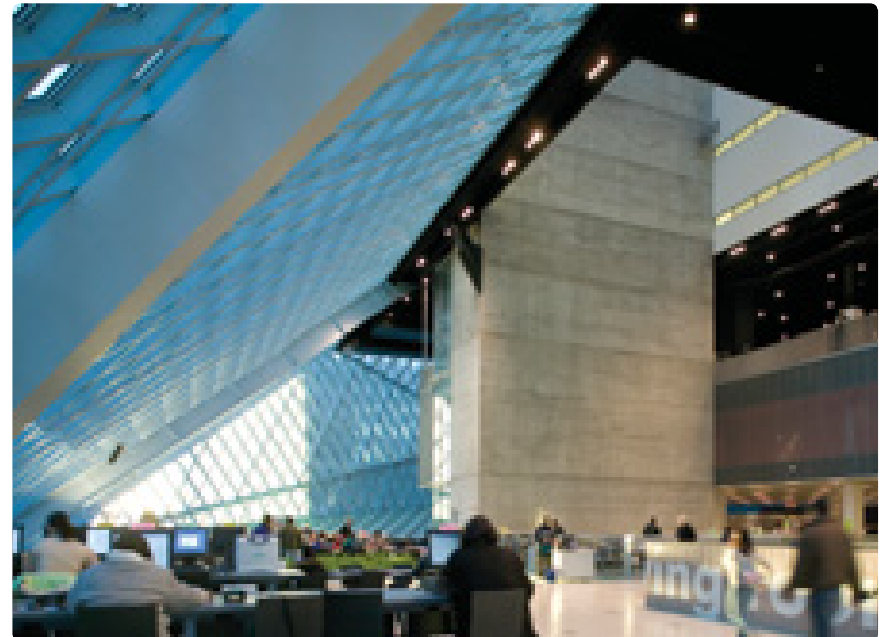
It will house some of the country's most important collections of books and audiovisual materials. It will provide easy access to digital technologies, local heritage collections, exhibition and performance spaces, a learning centre, spaces to relax – indoors and outdoors – and activities to entertain and educate young people.

Overseas experience shows that dynamic central library buildings offer a wide range of services and spaces, are focal points for their communities and can attract residents and visitors to the Central City. There are opportunities for Christchurch's Central Library to work collaboratively with library partners to provide the South Island with better access to heritage and archive material, as well as specialist information services.

The Council has already indicated its long-term commitment to building a new and much larger library, having recognised the need to double the existing space to bring its facility in line with other comparable metropolitan libraries in Australasia. This acknowledges the importance of a central library in fostering learning within a community, ensuring everyone has easy access to information and celebrating culture.

A new Central Library will ensure Christchurch remains at the forefront of providing the best and easy access to information which will bring more than one million visitors to the Central City annually.

Temporary libraries have been setup at South City Shopping Centre and Peterborough Street. The Central Library may initially move back to its pre-earthquake premises in Gloucester Street and ultimately the new Central Library may also be redeveloped on this site, depending on final engineering assessments.



*Examples of international libraries that foster learning within their communities.*

*Top and middle left courtesy Seattle Public Library; middle right courtesy Shantanu Starick; and bottom courtesy State of Queensland Library.*

## Tertiary education

*Tertiary education contributes significantly to Christchurch's economy and is recognised as one of the growth sectors to emerge as part of the redeveloped Central City.*

Tertiary students add richness to the fabric of a city with their intellectual thinking and energy to explore new ideas that lead to the development of new industries and employment opportunities. Young people are recognised as important to help redevelop and grow Christchurch following the earthquakes. They are the generation who will provide skilled knowledge workers and develop new business opportunities for the city. They will prove valuable ambassadors for Christchurch and Canterbury as a study destination.

Four major public tertiary institutions and a significant number of smaller public and private providers operate within Greater Christchurch. The four major public providers – Christchurch Polytechnic (CPIT), Canterbury University, Lincoln University and Otago University – each train thousands of students annually and have helped to establish Christchurch as one of Australasia's pre-eminent learning destinations.

Council's commitment is to work with the tertiary education providers to coordinate and facilitate a series of initiatives to contribute significantly to the Central City redevelopment. These initiatives will include tertiary education, research institutes and commercial opportunities within the Central City. One such initiative is from three main tertiary providers, who have collectively signalled their intent to engage with the Central City revitalisation process through establishment of the New Zealand Centre for Urban Resilience (NZCUR), an academic institution in a purpose-built Central City facility.

Council will also look to attract and establish in the Central City other national and international tertiary and research institutions as part of the redevelopment of the area

### CPIT

As one of the largest tertiary institutions in New Zealand, the Christchurch Polytechnic (CPIT) is a critical partner for the city in providing highly qualified and well-trained young people, to assist with the rebuild and to help grow the city's economy.

CPIT trains about 30,000 students annually and has a life-long learning role in the community, with large numbers of extra-curricular courses. The institute is also a key partner for Council as a core landowner in the south-east sector of the Central City.

### Canterbury University

As a globally respected research and teaching university, Canterbury is well placed to contribute across a number of disciplines to the revitalisation of the Central City. Its expertise in engineering and breadth of research means Canterbury can play a key role in the rebuild. The Council will continue to work with the University of Canterbury as it develops plans for its future, to ensure the city and university achieve the best outcomes for their mutual benefit, including the University having a greater presence in the Central City.

### Lincoln University

As a specialist land-based university, Lincoln provides a distinctive contribution to education and research in the region and nationally. Lincoln will work with the Council to investigate opportunities to extend their educational resources within the Central City, working closely with existing education providers and in support of the new metro sports facility. The university's research capacity across the sciences, commerce and social sciences can contribute to strengthening community learning and resilience as the city recovers from the recent seismic events and adapts to future issues.

### Otago University

The University of Otago intends to expand the Christchurch School of Medicine in the near future. It is currently investigating possible sites for the construction of a purpose-built facility for teaching, research, offices and laboratories. The University will maintain a strong presence at the Christchurch Hospital site.

### International education

International education is a significant export earner and overseas students bring diversity and economic benefits to Christchurch. Before February, Christchurch hosted a large number of international students studying at language schools in the Central City. There is a strong willingness from international language schools to return to the redeveloped Central City and the Council is committed to helping these schools to return to safe learning environments and be part of a vibrant new Central City renowned for its culture of learning.

### Campus Central

Campus Central is a proposal for a range of smaller private and public tertiary education providers to co-locate in an integrated, purpose-built campus in the Central City. The concept of the campus is to incorporate student study facilities with accommodation and other services to provide a desirable living and learning environment that makes use of existing lanes, open space and new, dynamic streetscapes that attract students and economic activity back into the Central City.

Before the earthquakes there were a wide range of tertiary-level, private education providers in the Central City delivering courses to New Zealand students on topics such as business studies, computing, hairdressing, hospitality and tourism, along with international students here to learn English.



### Student village

A student village accommodation facility in the southern area of the Central City is proposed as an integral part of Campus Central to create a village atmosphere for the city's tertiary students and help connect their studies with the city in which they live. It is recognised that students living and studying in the Central City add vibrancy to an area.

A student village will also help the higher public education institutes attract and retain students, as they offer quality education, alongside a dynamic living environment. A commitment to Central City student accommodation recognises the value the city places on education and in supporting students while they study. The Council will assist this development by helping to seek development partners and investigate land and funding options.

### Tertiary education package

**Where:** As opportunities arise

**When:** 2012 onwards

**Who:** Tertiary providers and the Christchurch City Council

**Cost:** \$450,000

# A place for everyone

## An accessible city

*Christchurch's rebuilt Central City should be a place for everyone. The buildings, open spaces and facilities that people visit, work or live in, need to be safe, accessible and people-friendly.*

Participating in city life can be more challenging for some people, such as older adults, people with disabilities, children, youth and people with social or economic disadvantages, as they can face physical, communication, economic and social barriers that exclude them. Already one in five Christchurch residents has a disability, and as the community ages, this proportion will typically increase.

The rebuild of the Central City is an opportunity to make the area accessible and free of barriers through applying best practice in building design and the planning of public spaces, buildings and facilities, such as walkways, playgrounds, public transport services and recreational centres.

Council will also consider the use of tactile features and technology, such as audio loop systems, where possible, to make places more accessible and appealing to people with disabilities. Projects detailed within the Green City and Distinctive City chapters will also improve the enjoyment of the Central City by everyone.

The Council is committed to making the Central City a place for everyone. It will:

- Exemplify its role as a leader in best practice design, by ensuring capital project budgets include provision for barrier-free audits for all major projects involving public spaces, buildings and facilities
- Ensure accessibility checks are incorporated into its building consent processes at both the design and implementation phases for all Council projects
- Encourage site developers and service providers to include barrier-free audits at design stage and as part of their service delivery processes

All public and private buildings must comply with the NZ Building Act 2004, by adhering to the NZ Building Code. The latter sets out how building design features must allow people with disabilities to carry out normal activities and processes within them.

However, building design needs to go further in order to ensure full accessibility by people with disabilities. Compliance with **The New Zealand Standard 4121:2001 Design for Access and Mobility – Buildings and Associated** is not mandatory but it is cited in the Building Code as being an optional design standard to adhere to.

Detailed **Barrier-free audits**, based on NZS 4121, provide advice and make recommendations to developers. Audits identify how barriers can be minimised, removed or prevented, to meet the access requirements of people with physical and sensory disabilities. Ideally carried out at design phase, assessments can be carried out on new, upgraded or existing buildings/premises.

Ensure specifications in the Council's **Infrastructure Design Standard** are adhered to in all infrastructure construction and rebuild projects.



There is a range of other tools that Council and building or site developers can use to prompt consideration of accessible and inclusive design features. These include:

### **Barrier Free New Zealand's Handbook**

The Handbook encourages the creation and maintenance of universally, barrier-free built environments.

### **Beacon Pathway Assessment Tool**

The Tool identifies features that ensure neighbourhoods are well-designed, with a variety of housing, shops and facilities within walking distance that are safe and encourage social interaction.

### **Universal Design**

The universal design of products and environments makes them usable by all people, to the greatest extent possible, without the need for adaptation or specialised design.

*Refer: The Principles of Urban Design (NC State University, The Center for Universal Design, 1997)*



*Above: Christchurch's redeveloped Central City will be a place for everyone.*



## A welcoming city

*Christchurch's population is changing. The number of older and elderly people is growing faster than other age groups.*

The city is becoming more multicultural. Māori, Pacific peoples and ethnic groups, especially from Asia, are a growing part of the city's population. Christchurch needs to embrace and celebrate its diversity of ages, cultures and abilities – through arts, events, public spaces and places. This will enrich the city.

The Plan acknowledges the significant contribution that Central City churches and faith communities make to enrich and support life in the Central City through their places of worship and community and outreach programmes.

The Council will:

- Through the Strengthening Communities Funding programme, continue to provide support for community groups and projects that promote and reflect community diversity and inclusiveness.
- Continue to implement social policy and regulatory tools to address issues or nuisance that affect community participation, safety and wellbeing.
- Engage with Māori, Pacific peoples, ethnic peoples and sectors in the community, such as youth, older adults and people with disabilities, social or economic disadvantage, to ensure their contributions, needs and values are included in planning and recovery.

Key tools and guidelines the Council, its partners and developers can use to ensure best practice throughout the recovery are:

### **Age-Friendly City Framework**

Practical checklists for assessing how the health and quality of life for older people are affected by eight key aspects of city living: outdoor spaces and buildings, transportation, housing, social participation, respect and social inclusion, civic participation and employment opportunities.



*Above: Council will adopt a range of strategies to ensure the Central City is a safe, accessible place to visit.*

### **Crime Prevention Through Environmental Design (CPTED)**

Through the use of design features, buildings, streets, parks and outdoor spaces within the redeveloped Central City can be made less susceptible to crime and improve personal safety.

### **Health Promotion and Sustainability Through Environmental Design**

The Christchurch City Council and Canterbury District Health Board have published two guides (original version and a post-quake version), which identify key elements of design that affect personal and community health and wellbeing: (Refer: *Health Promotion through Environmental Design Guide, 2009*; *Integrated Recovery Planning Guide: for a Healthy, Sustainable and Resilient Future, 2010*)

### **Youth engagement in planning**

Engaging young people in the Central City rebuild will help attract them to the area. Urban Design Guidelines with Young People in Mind (New South Wales Government, 1999) outlines ways to include young people in urban planning.

## Lighting in the city

*The Central City needs to be an inviting and safe place for people to visit at night.*

It should be a prime location for night-time events, entertainment, dining and activities, attracting local people and visitors. Lighting plays a crucial role in making the Central City a safe place to be after dark and the Council will upgrade Central City lighting to help make sure it is a great place to be 24/7.

Event lighting and creative artistic lighting installations will aid recovery by drawing people into the Central City and will make it a dynamic, vibrant place to be after dark. It will provide an exciting, changing visual experience for night-time visitors to the Central City and it will help make it the number one entertainment area in Christchurch.

Council will upgrade street lighting in the Central City's compact core, along the river and across the bridges, the Cultural Precinct and in spaces that act as connections between night-time activities. The lighting will be white light and energy efficient with state-of-the-art control systems to account for changing conditions and to allow adjustments in potential trouble spots. These modern lighting systems will ensure sufficient lighting, while consuming less power and reducing both running costs and CO<sub>2</sub> emissions.

People will feel confident and safe coming to the Central City at night when their journey to and from venues and transport is better lit. Improved lighting will mitigate the effects of crime corridors – typically dark walkways that at night can place people in vulnerable situations and at risk.

Top: Flour Power, Regan Gentry (2008), courtesy of SCAPE. Bottom: The Central City will be an inviting, safe place at night.



### **Lighting in the city project**

**Where:** The Central City core, Cultural Precinct, the Avon River/ Ōtakaro, Latimer Square and the entertainment precincts

**When:** 2013 to 2019

**Who:** Christchurch City Council and funding partners

**Cost:** \$24 million



## Safety through design

*The Council will continue to promote a safer city through the use of Crime Prevention Through Environmental Design (CPTED) principles in the design of spaces and buildings.*

Careful design of public and private buildings, streets, parks and outdoor spaces can help make places less susceptible to crime. This is achieved by designing for natural surveillance, such as having buildings overlooking streets and public spaces, clear sightlines along routes, good standards of lighting and plenty of activity.

The Council will promote a safer Central City by using CPTED assessments at the design stage of all public developments

– buildings, spaces and facilities. This will be supported by the inclusion of CPTED assessment matters as part of the urban design assessment, detailed in the *Proposed Changes to the Operative District Plan and Global Stormwater Consent* for private developments. A series of workshops is planned to promote the use of CPTED principles to architects, designers, developers and property owners.

The Council will continue to work in collaboration with enforcement agencies and others to implement the Safer Christchurch Strategy and recognises the Safer Christchurch partners are critical key stakeholders in helping to ensure a safe Transitional City develops.



Image courtesy Tim Church



Image courtesy Tim Church

Above: Council will promote careful design of public spaces to improve safety.

### Safety through design project

**Where:** All public spaces and key private developments throughout the Central City, as well as the key night-time entertainment areas

**When:** From 2011/12 ongoing

**Who:** Christchurch City Council in collaboration with Safer Christchurch partners

**Cost:** \$450,000

## Christchurch Community House

*The former Christchurch Community House – Te Whakaruruhau ki Ōtautahi – was a successful hub for networking and community development. It was a recognised and established point of contact for community organisations, their clients and the public.*

People in need sought help and support from the 52 diverse community groups that were tenants in Christchurch Community House. Paid staff and volunteers managed, coordinated and promoted the House facilities as a one-stop-shop for information, advice and support.

Many clients required assistance or support from a number of agencies within Community House and at the same time visited other government agencies within the Central City and health service providers. They benefited from being able to access agencies from a single central location that was easily reached by public transport from across the city.

Christchurch Community House was fully tenanted and allowed community groups to enjoy the benefits of shared resources and access to affordable facilities.

The Council has supported Community House tenants in the past. This has enabled tenants to operate more efficiently and better meet their clients' needs. The Council is committed to continuing with this support as it has proven to be the best way for residents to easily access social service agencies. It will work with partners to ensure Community House can be rebuilt in the Central City for the benefit of all the community.

The Council will also work with partners to investigate options for supporting the temporary relocation of community organisations.



Above: The Council will continue to support the Christchurch Community House.

### Christchurch Community House project

**Where:** To be determined with partner(s)

**When:** From 2011/12

**Who:** Christchurch City Council in partnership with other key funder(s)

**Cost:** Council continues the \$214,000 contribution per year, but will also investigate extra support or alternative funding

## Living in the city

*For the Central City's recovery to be successful it requires a significant residential population to support business growth and development, and create a high level of activity and vibrancy.*

*People moving into the Central City will look for neighbourhoods that have a sense of identity, provide a choice of living environments and enable them to enjoy and be part of a great community atmosphere.*

Before the earthquake, the Central City was already home to 7700 residents. The Greater Christchurch Urban Development Strategy, and subsequent Canterbury Regional Policy Statement, identify the Central City as a key residential growth area as part of a shift towards a more consolidated urban form in Greater Christchurch.

Through the Central City Plan, there will be greater choice of housing in the Central City to attract a diverse range of residents, including families who seek safe environments in which to raise their children; places where they can enjoy a range of stimulating activities in a healthy environment.

Through the submission process, a number of issues relating to existing living zones were raised. Rather than review the zoning issues through the Central City Plan process, the Council will review these separately.

A choice of housing that is within financial reach of people in all stages and ages of life will be required, from one-bedroom units through to multiple bedroom family houses. Different housing styles will be crucial to cater for different needs and homes may include gardens or balconies, private or communal garden space and no residential parking. The early redevelopment of attractive inner city housing may also help address demand for housing by communities displaced from existing homes or those arriving in the city to assist with its rebuild.

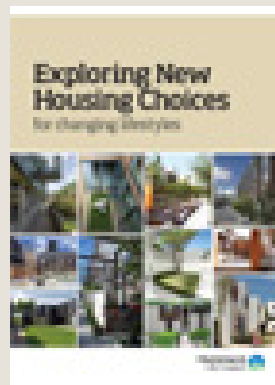
The Council will work with partners to lead by example to demonstrate what is possible. It will put in place a package of initiatives and incentives to establish new living choices and create great neighbourhoods. The package is designed to ensure that living in the Central City is an option for everyone.

Housing projects that Council has developed include:

- Residential incentives
- Social housing
- Affordable housing
- Neighbourhood initiatives
- Housing showcase

### *Exploring New Housing Choices for Changing Lifestyles*

The Exploring New Housing Choices for Changing Lifestyles is a guide to encourage developers and potential Central City residents to explore a variety of housing types within the Central City by ensuring there is a better choice of housing options. It takes international best practice examples and shows what is possible for creating medium-density housing in Christchurch that appeals to a broad range of residents, from single occupancy to families.



## Residential incentives

*Making the Central City an affordable housing choice for everyone is the aim of a Council residential incentives package which will get more people living in and enjoying life in the redeveloped Central City.*

The package will address the high development costs of building in the Central City and potential homeowners having difficulty in securing finance to buy a home. The project will introduce a Development Contributions rebate and a Central City Home Buyers Assistance Incentive.

The incentives will be based around criteria to ensure quality design and these will be targeted to areas of the Central City where the greatest opportunities for creating new communities exist.

Developers have asked Council to eliminate Development Contributions in the Central City to assist with the development of new housing options. Modelling has shown these contributions are substantial enough to influence development decisions.



The Central City Home Buyers Assistance programme is similar to central government's Welcome Home Loan in that it reduces the deposit required for a home loan. Many traditional lenders require high deposits for Central City apartment-style properties. Lowering the level of deposit will make home ownership in the Central City more accessible to a wider range of people which is the key to providing the demand developers seek before committing to new developments.

### *Residential incentives project*

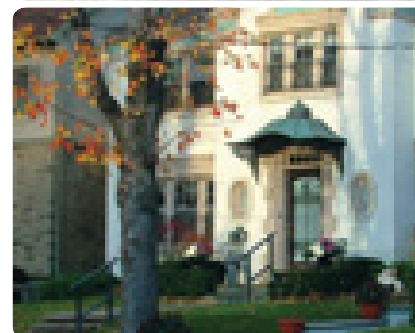
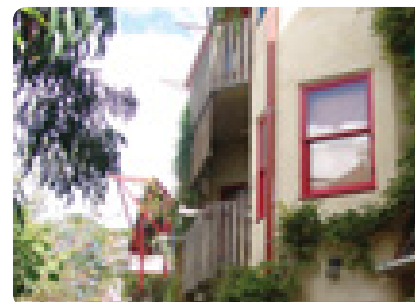
*Development Contributions Rebate and Central City Homebuyers Assistance Package*

**Where:** Central City (with criteria applied)

**When:** From 2012

**Who:** Christchurch City Council

**Cost:** \$17.9 million



*Above: The Central City will be an affordable place for everyone to live.*

Image courtesy Flickr: @muhemik, @house

# Living in the city

## Social housing

*A diversity of people will create dynamic new communities within the Central City.*

The Council plans to rebuild its existing Central City social housing stock and work with partners to assess future social housing needs.

Forty of the Council's 135 social housing units in the Central City have been significantly damaged in the earthquakes. These will be repaired or replaced within the next two years and Council will work with central government and other parties to increase options for social housing.

Location of small-scale social housing close to the neighbourhood centres and community facilities, along with integration of social housing with other homes, is desirable as it increases the household diversity, can reduce social isolation and foster local community resilience. In particular, the new social housing units within new developments will demonstrate best practice in sustainable energy-efficient and universal design.

### Social housing project

**Where:** Where opportunity is available

**When:** Starting 2012/13

**Who:** The Council and partners

**Cost:** \$300,000

The City Council has provided low-cost accommodation to low-income residents in Christchurch for more than 70 years, operating as a self-funding entity. Following the earthquakes, Council has 116 complexes throughout the city which have sustained damage. This provides an opportunity to consider relocation of some of these properties closer to the Central City for easier access to facilities and services.



Above: Council will work with partners to assess future social housing needs in the Central City.

## Affordable housing

*To make housing more affordable in the Central City for low-to-middle income earners, a new affordable housing agency will be established.*

The housing agency will investigate and develop options to make housing in the Central City more affordable and work with private partners and central government to deliver a better range of affordable houses.



Above: Affordable housing will encourage more people to call the Central City home.

Council will work with central government parties to provide a range of more affordable homes to lower-middle income residents in the Central City.

The availability of affordable housing will encourage households, who would otherwise not be able to afford to live in the Central City, especially young, first-home buyers and families, to make the Central City their home.

A greater number of people living in the Central City will bring vibrancy, variety and business activity to the area and increase use of the new and returning facilities, open spaces, retail and entertainment areas.

The Council has explored new housing solutions in response to changing lifestyles and urban growth challenges. The available housing typologies demonstrate a wide range of best practice choices to deliver high-quality houses and neighbourhood amenity in existing and new residential areas in the Central City, including mixed use designs. The Council is also supporting a number of initiatives for green housing.

### Affordable housing project

**Where:** Where opportunity is available

**When:** Starting 2012

**Who:** The Council and partners

**Cost:** \$14 million

## Neighbourhood centres and initiatives

### Centres

Five broad areas within the Central City have been identified as potential neighbourhood centres to provide a focus and identity for existing and new residential communities. The geographical extent, focal points and character of these neighbourhoods will evolve over time. These neighbourhood centres will be accessible and support day-to-day needs of the local communities with convenience shopping and local services and facilities in close proximity. Some centres already exist and will be redeveloped; some areas are recognised as neighbourhoods but have no identified centre; while others will evolve as more residents move into the Central City and new neighbourhoods emerge. Refer to the Distinctive City chapter's related section on identified precincts that will cluster similar or compatible activities in defined areas.

### Neighbourhood initiatives

Historically, one of the reasons it has been difficult to attract residents to live in the Central City is a lack of neighbourhood definition, weakening people's association with an area and undermining a sense of community.

Council will provide new gathering spaces in the proximity of the neighbourhood centres, potentially in partnership with other agencies and community organisations. The gathering spaces could take the form of a drop-in centre, a community garden or a more formal meeting venue. Council will work with local communities to develop and promote local initiatives and projects that support their identity and cohesiveness.

Existing and emerging residents' groups will play a vital role in strengthening local neighbourhoods – existing groups include Avon Loop Planning Association, Chester Street East Residents' Association, Inner City East Neighbourhood Group, Inner City West Neighbourhood Association, Victoria Neighbourhood Association, MOA Neighbourhood Committee, Englefield Residents' Association, Latimer Precinct



Above: Typical neighbourhood centre

group, Peterborough Village Plan group and Red Zone Residents' Group. The Council will work with these groups and other Central City residents to address the planning issues that were raised during the development of the Central City Plan.

Resources will be provided to work with key stakeholders, such as residents' groups, churches, schools and community-based groups, Hagley-Ferrymead Community Board and local developers to assess local needs, opportunities and priorities.

### Neighbourhood centres and initiatives project

**Where:** Across identified neighbourhood centres

**When:** 2012 to 2018

**Who:** Christchurch City Council to implement, working in collaboration with community organisations (e.g. churches) and social service agencies

**Cost:** \$2.9 million

### Housing showcase

*High quality, commercially viable examples of residential development need to be created early to inspire developers and show potential residents the benefits of living in the Central City.*

The Housing Showcase will be created early in the redevelopment of the city to help motivate high-quality urban design outcomes for Christchurch. Having local examples of best practice homes will allow prospective residents and developers to experience first-hand the benefits of modern urban living.

The Housing Showcase will create a new mixed-use, inner-city neighbourhood displaying medium density homes, based on sustainable design principles.

It will be a thriving Central City neighbourhood promoting further inner-city living. It will also host a complementary mix of small scale commercial activity, show homes, community events and eco-tourism.

The showcase will be developed as a collaborative partnership between the Council, private industry and central government agencies. The Council will

take a leadership and facilitation role in the delivery of this project. A design competition will initiate the project and promote a mix of building designs, construction materials and methods all underpinned by sustainable and affordable design principles.

The Council will consider establishing a number of housing showcases if the opportunity arises.

### Housing showcase project

**Where:** Size and location to be decided with development partners

**When:** Early in the redevelopment process to influence other developments (2012-13)

**Who:** Christchurch City Council, Department of Building and Housing, Beacon Pathway, private developers and technology providers

**Cost:** \$200,000 annually for three years



# Transport Choice

*No more one way streets dividing the Central City.*

David, Mairehau

*We have the chance to build a truly accessible city, not just for disabled people - for everyone!*

Allison, Northcote

*Wider footpaths. Plantings on roadsides separating vehicles from pedestrians. Keep traffic access but slow vehicles down.*

Chris, Hillsborough

*We need to ensure a vital city where people can move freely and safely by whatever mode of transfer they wish to use, including the motor car.*

Warren Masters, District Chairman, NZ Automobile Association Canterbury / West Coast District Council



# Introduction

*Christchurch's new transport network for the Central City will offer the choice to walk, cycle, use public transport or to drive into and around the Central City.*

The goal is to improve travel choices to support the recovery of the Central City, renewed economic prosperity, and importantly the wide range of projects included in the Central City Plan. An important component of this is to create a people-friendly transport system that improves the choice for public transport, cycling and walking facilities, manages access for private and service vehicles, and provides both on and off-street parking in convenient locations. This is in line with community feedback.

Through Share an Idea, the community asked for a pedestrian-friendly Central City, where walking is an enjoyable experience through integrated green walkway networks with wider footpaths, good lighting and safe street crossings. People also asked for cycling to be safe and enjoyable with separate cycle lanes and good cycle facilities.

The community said they wanted an integrated and affordable public transport network. Accessibility to the city centre for people with mobility impairments was considered important, as was ensuring cars and large buses did not dominate the Central City. People also asked for reduced car use to be supported by a free or affordable public transport network from the periphery of the Central City, linking with smaller shuttles. The community wanted the heritage tram system to be integrated into the public transport system, making it an affordable option for locals to use.

Through themed workshops, key stakeholders, including transport user groups, some business representatives, government organisations and transport professionals, were asked to comment on the broad form of the streets, parking and public transport services within the Central City. Each group workshop independently concluded that a transport system that was people-friendly, with a mix of bus and light rail services, would offer a good model on which to base the future shape of transport provision within the Central City.

## ***Tell Us What You Think***

Through the formal Tell Us What You think consultation, many in the community supported the overall package of proposals to make the city's streets more people friendly, with better provision for walking and especially by creating separated safe cycle lanes on many streets.

There was considerable feedback on the proposals to introduce a light rail system. Although many people favoured the concept of exploring the merits of commuter rail services for the city, there was concern that this key proposal needed much more investigation, especially in view of its likely high cost, and that a route from the University of Canterbury to the city centre might not be the best to initially focus on. Many commented that studies should look at re-introducing commuter rail services on the existing rail lines, and suggested locations city-wide and beyond the city's boundaries that could be served by any future commuter rail network.

A number of people favoured a continued focus on high-quality, bus-based public transport services to the Central City, with a small number commenting that a single interchange might have merits for the Central City, than the proposed network of street stations.

Although many favoured the overall approach to re-shaping the main streets and the Avenues, there were concerns that changes to the Avenues especially should protect traffic capacity. There were mixed views from a number of people on the proposed one-way to two-way streets changes.

A majority of people who responded on the parking and service vehicle proposals believed increased provision of inexpensive parking should be considered from the draft Plan's proposals, especially during the early years of reconstruction and regeneration. Some people commented there should be more dedicated provision for disabled parking, whereas others favoured less parking provision overall than that indicated in the draft Plan, especially on street.

## ***Our Plan***

In the Central City, the Plan has the area being people-friendly with high amenity including wider footpaths, street trees and public art. Motorists will still be able to drive down these streets but at slower speeds. Off-street parking will be provided in parking buildings around the edge of the Compact CBD. A high-quality environment will be created along the main streets or traditional shopping streets including High, Victoria and Colombo streets. Some of these streetscape enhancements will be implemented as elements of the Transitional City package of projects.

Significant investment in a high-quality public transport network will be a key feature, helping to make it the first choice for longer journeys to and from the city, to help reduce traffic demands and stimulate urban regeneration. The Plan responds to the community's wishes by proposing to undertake a feasibility study into opportunities for some form of commuter rail network to be introduced to the city with further improvement to the city's bus networks. Such a significant project would be subject to detailed discussions with central government.

Private vehicle access to the Central City will remain a frequently used transport choice. Moorhouse, Fitzgerald, Bealey, Harper and Deans avenues will

be progressively upgraded to provide an orbital road to reduce the need for through-traffic within the Central City and in order to function effectively as key links in the wider city's strategic transport networks. The existing one-way system within the Central City will be converted to two-way streets, providing simple and direct access to the Central City.

Separated cycle paths will be provided on key streets around the slow core to create a safe and efficient cycling network. A new bus network will be created passing around the edge of the Compact CBD. It will use high-quality buses and offer seamless Central City interchange options.

All projects within Transport Choice will however be subject to more detailed traffic and network testing and value for money analyses, taking account of land use, activity and traffic patterns that have dramatically changed within the Central City and city-wide since the earthquakes. Long-term traffic patterns need to be better understood to design the transport system for the Central City of the future and to ensure conformity to the wider strategic transport networks and city-wide and regional programmes to improve these.

As part of these strategic network analyses a full dialogue will be maintained with the NZ Transport Agency, CERA, Environment Canterbury and the Greater Christchurch Urban Development Strategy partners.

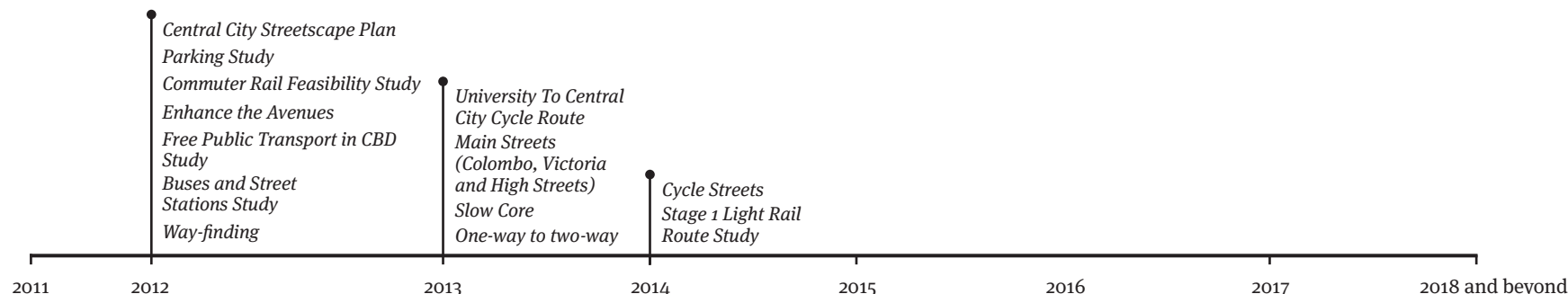
## ***Key Projects***

1. ***Commuter Rail***
2. ***Buses and street stations***
3. ***Slow core***
4. ***Main Streets***
5. ***Streets for cycling***
6. ***Enhancing the avenues***
7. ***One-way to two-way streets***
8. ***Parking and service vehicles***
9. ***Wayfinding***

# Overview

*The new transport system for the Central City will be the engine room for the city’s revitalisation and reconstruction.*

Proposed Project Start Dates:



*A new flexible transport network, able to be responsive to the city’s changing needs will be focused more on the needs of walking, cycling and efficient public transport.*

A number of the world’s most prosperous and vibrant cities have transport networks based around these integrated transport principles. Internationally, even cities which have historically been highly reliant on vehicles, are beginning to reshape their transport systems along these lines.

At the heart of the new transport system is a network of people-friendly streets, radiating out from Cathedral Square, which forms the core where traffic will travel at slow speeds.

For people to get to and from the heart of the city, the Plan sets out to progressively redevelop main streets with wider, tree-lined footpaths and cycle lanes, which will often be separated from traffic. This will give the streets the look and feel of the best main streets from around the globe.

These streets will continue to offer good access for buses, emergency vehicles and goods and service vehicles, while supporting the re-creation of the Central City’s boutique retail, restaurant and cultural clusters.

As the Central City is rebuilt, there is an opportunity to significantly improve infrastructure provision for cycling, both on-street by separating cycling more from vehicle traffic and by providing cycle parking and changing facilities.

Affordable, efficient and high-quality public transport systems move people easily in and out of city centres. The City Council and Environment Canterbury (ECan) have a history of investing in high-quality, bus-based systems and integrated ticketing that makes public transport easy to use. That investment is planned to continue.

The Plan also sets out to make the first significant step to deliver a modern city-wide commuter rail system by examining what is a short and longer term high-quality public transport network might look like for Christchurch. A new high-quality, efficient bus-based network, to be delivered as an early part of the Central City rebuild will bring buses close to the core of the Central City.

While the Plan proposes to investigate a new generation of street stations, conveniently located at the periphery of the slow core, it also recognises that the long-term role and location of the existing recently created Central Station also needs to be carefully considered.

Good private and goods and service vehicle access to the Central City will continue. All the world’s most prosperous cities function with efficient, easy access for goods and service vehicles. While the car can be considered one of the most important advances in people’s lives, many cities have achieved a balance between vehicle access needs while creating a healthy, prosperous and vibrant central city life.

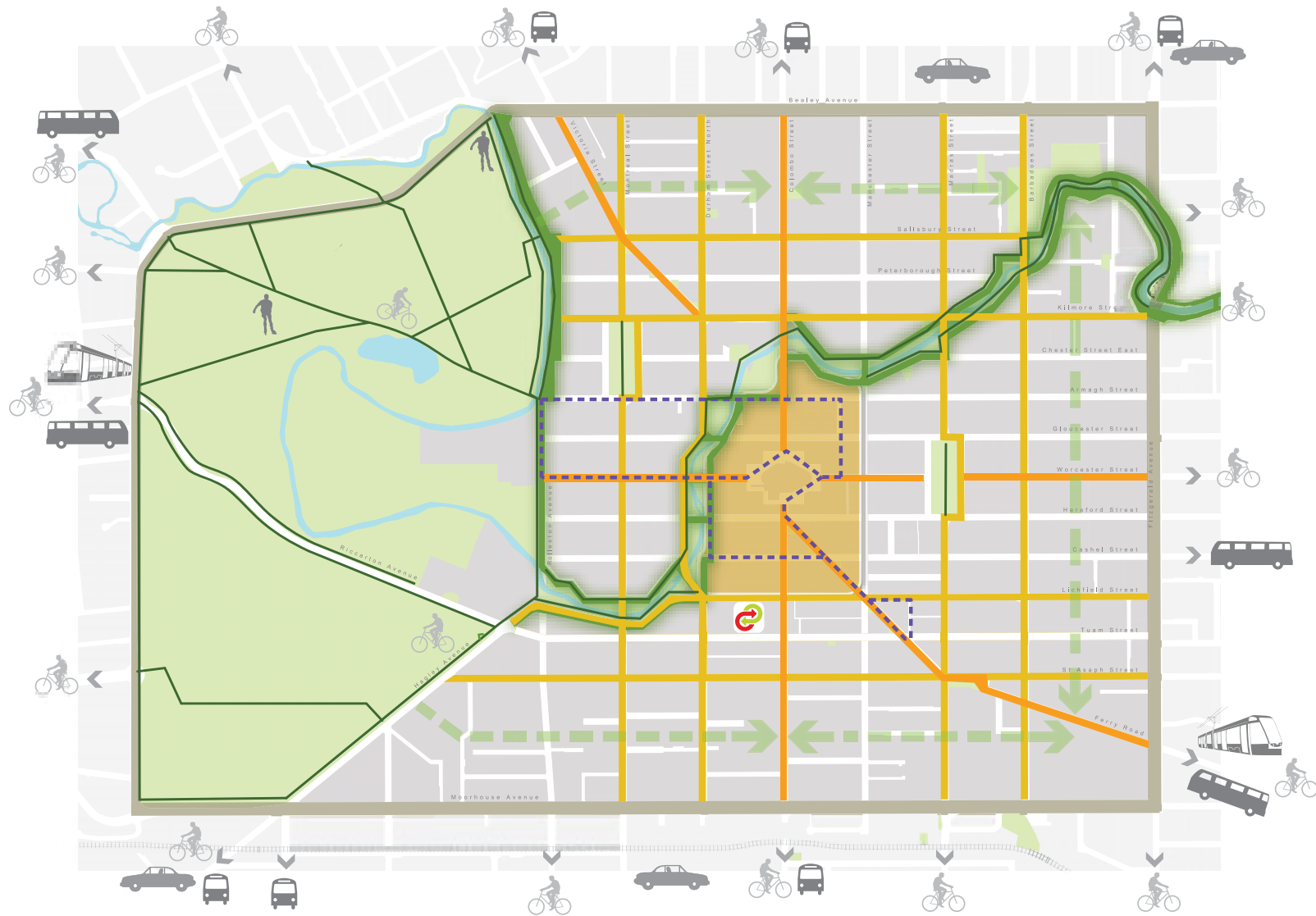
This Plan sets out to redefine the Central City transport and road networks to achieve less through-traffic and provide better placed and efficiently used parking facilities. Enhancing the streetscape to provide more space for pedestrians and cyclists, public transport and landscaping means there will be an impact for on-street parking in some streets.

The Plan is designed to provide a more people-friendly environment with improvements to the way people travel to, from and around the Central City. More people walking, cycling and using public transport will support the proposed changes to the road network.

## Targets

- For the Central City to be accessible for people with mobility impairments
- Increased use of walking, cycling and public transport for trips to and within the Central City
- Transport safety in the Central City is improved, especially for pedestrians and cyclists
- Increased opportunities for active and passive activity on streets and in public spaces in the Central City
- The Central City has increased access, connectivity and legibility for all users
- Existing and new open spaces in the Central City are vibrant, popular and used
- Central City residents and workers can access a wide range of services and connect within local neighbourhoods
- People in the Central City are satisfied with its appearance
- Residents are satisfied with the appearance and function of residential areas in the Central City


# The Plan



Above: The map shows the Transport Choice key projects.

Please note this map does not include cycle or public transport routes.

### Legend

- |   |                                       |   |                                  |
|---|---------------------------------------|---|----------------------------------|
|  | Slow core - shared streets            |  | River promenades                 |
|  | Historic tram route                   |  | Indicative greenway - walk/cycle |
|  | Temporary interchange/Central Station |  | Cycle paths                      |
|  | Main streets                          |  | One-way to two-way streets       |
|   |                                       |  | Avenues (distributor/arterial)   |

## Transport choice

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*Throughout the Central City Plan, the aim is to create a safer, more pleasant environment in which people can walk, cycle, drive and, more importantly, meet, play and take time to enjoy the array of activities on offer.*

*This will be achieved by providing a range of Central City street environments which offer choice for people to move about in the Central City. Some streets will give priority to walking and cycling, others to public transport, and others to cars and service vehicles.*

The Avenues (Bealey, Fitzgerald, Moorhouse, Deans and Harper) will be redesigned to provide an efficient orbital route for vehicles and cyclists, reducing the need for vehicles to travel through the Central City. The one-way streets will be converted to two-way, with clear access from the Avenues to key destinations within the Central City. Traffic will be slowed in the Compact CBD and along the main streets within the Central City, recognising that the core of the city is for people and activities.

New street designs will allow people to choose their preferred mode of transport and enjoy this people-friendly environment. These will take into consideration the city's ageing population and ensure the streets are accessible for everyone, including those who have limited mobility. The Central City's transport system will evolve as the area is redeveloped and the way people use the Central City changes.

The streets in the Compact CBD will be redesigned and integrated into redeveloped areas, to showcase how the Central City can evolve. The early development of a Central City Streetscape Plan will guide street and intersection upgrades. The basis of this will be slowing traffic on streets at the core of the city to no more than 30 km/h, as well as maximising safety and amenity for people walking, cycling, using public transport and for people with limited mobility throughout the Central City.

Intersection changes will be made which improve walking and cycling amenity and safety. Street upgrades will incorporate better surfaces, seating, street furniture, and, where appropriate, adopt new technologies and design for lighting. The street enhancements will include wider, continuous footpaths, street trees, parking and the removal of unnecessary traffic controls and signage.

A Travel Demand Management programme will support businesses and retailers to plan for safe and sustainable transport choices as the city recovers.

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*“Fully integrated, multi-modal transport system which offers choices of travel mode.”*

Share an Idea, Community Expo

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*Below: A coordinated transport system that creates a safer and more pleasant environment in the Central City will use a range of transport choices.*





# People on public transport

## Commuter rail

*A commuter rail system for Greater Christchurch has the potential to be a crucial project to stimulate the recover of the city.*

Throughout the world, rail has been successfully used to transform many cities and stimulate economic development and urban regeneration.

Many of the world’s most vibrant and prosperous cities have created or reintroduced modern, fast and efficient commuter rail systems in recent years using the latest comfortable and streamlined carriages. A number of those cities are of a similar size to Christchurch, which is now the largest city in Australasia without any form of commuter rail network.

With the need for significant investment to rebuild the Central City, now is an opportune time to consider how rail can play a major role by stimulating investment in the recovery of the city.

A proposed study into achieving a commuter rail system for Greater Christchurch could examine the possible use of existing heavy rail corridors in combination with a new light rail system on some new routes. Modern light rail systems, often serving suburbs on existing heavy rail lines, and then street running using new tracks on central city streets, have been shown to stimulate urban development and redevelopment in cities around the world. In many cases, the systems have provided economic and business growth benefits and helped reduce traffic pressures on congested road networks by offering people a genuine alternative to the private car for their longer distance daily travel needs.

These systems have often had a transformational effect on a city’s image, helping to generate business growth and confidence as a consequence, while improving the quality of life, city vitality and community health and wellbeing.

The potential for such a rail system to be reintroduced to Christchurch, perhaps using modern light rail technology as part of the Central City’s revitalisation and reconstruction, has captured the imagination of many people. Others have suggested, however, that Christchurch is just too small for such a system.

International comparisons of long-standing and recently introduced light rail systems in cities of a range of sizes has shown that such a system could assist economic growth, when viewed as part of a comprehensive network of public transport routes and services for Greater Christchurch. The aim would be to achieve a modern, viable system that can be economically constructed and then efficiently and cost effectively operated. The potential synergies with the reconstruction and economic revitalisation of Christchurch add to other more obvious transportation benefits such as reduced delays on congested roads and increased public transport patronage as part of a fully integrated multi-modal transport system.

Nevertheless, the case for such a system in Christchurch needs to be explored in considerably more detail as both a potential economic revitalisation project and as offering economy and efficiency as a transport system through detailed analysis. A cost effective and carefully staged reintroduction of a rail network for Christchurch, designed specifically for the city’s short, medium and longer term growth needs, could, if these requirements can be satisfied, provide a transformational transportation project for the redeveloped city.

Below: A long term vision for a light rail system for Greater Christchurch



### Commuter rail for Greater Christchurch

The potential economic stimulus that a rail system might offer Greater Christchurch will be part of the feasibility study commissioned for the City Council, CERA, the Greater Christchurch Urban Development Strategy partners (the Council, Environment Canterbury, NZ Transport Agency and Waimakariri and Selwyn district councils), Kiwirail and, most importantly, central government.

This Plan proposes that the feasibility study would form the basis for further more detailed study to consider the first stage of any commuter rail network as part of a comprehensive network of rail services across the Greater Christchurch sub-region.

The staged study would include an investigation into options for using the existing freight rail network routes and identifying those section(s) of the existing network or a proposed new network which might be best able to support economic and business recovery, as well as a viable and cost-effective transport solution for projected growth in public transport patronage into the Central City and across the Greater Christchurch sub-region. An important early output of a study would identify the need for corridor protection, both within the Central City and city-wide.

Recognising that such a project has significant financial implications and needs to be assessed in the context of a potential system for Greater Christchurch, this Plan proposes that such a project be the subject of further detailed discussions and studies towards an early preparation of a business case to central government. Funding for the staged investigations and indicative funding for any stage one network, along with necessary corridor protection, are included in this Plan.

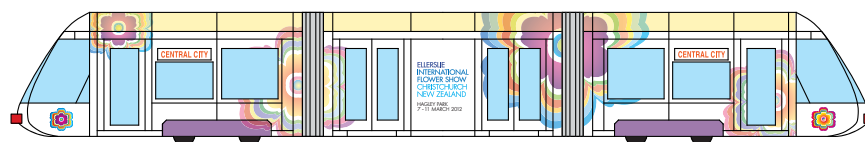
### Early rail studies

As part of the Central City Plan’s development, early outline investigations were undertaken city-wide into the possible system form and function, constructional and system operational implications and potential economic and regeneration benefits of introducing a new generation light rail system as the nucleus of the city’s future public transport networks. These are summarised in Appendix O.

Appropriate comparisons were sought with cities around the world of a similar size to Christchurch, including some with broadly shared objectives to stimulate economic growth and achieve urban regeneration, as well as introduce fully integrated transportation systems to central cities for wider social benefits.

At a broadly estimated system construction and rolling stock purchase cost of around \$1.5 to \$1.8 billion at today’s prices (excluding ongoing operating and maintenance costs) for a staged, comprehensive city-wide network of five key routes linked to and through the Central City, a decision to initiate this project will be fundamental for the Council and equally importantly for Greater Christchurch.

Below: Elevation of a typical commuter rail carriage.



“Electric light rail infrastructure needs to be started.”

Cameron, Shirley

Such a system would be envisaged to operate in addition to the city’s high-quality bus-based public transport systems, providing a comprehensive network of services carrying passengers on both complementary and feeder routes within the Central City and city-wide

### Project stages

Each of the key routes and sections of routes initially investigated across the city is shown indicatively on the schematic plan. Each offers differing benefits for existing and future local businesses and economic growth, land use development and redevelopment, and the potential for system patronage growth as associated with increasing the attractiveness of travel by public transport city-wide.



Image courtesy Eymon Phillips



Image courtesy Tim Church

Above: Examples of modern light rail carriages.

### Commuter Rail for Greater Christchurch Study and Project

**Where:** Refer route map

**When:** Study, in stages, from 2012 to 2013

**Who:** Christchurch City Council, CERA, Greater Christchurch Urban Development Strategy partners – ECan, NZTA and Waimakariri and Selwyn district councils – Kiwirail and central government

**Cost:** Network study \$2 million; stage one detailed study \$2 million; and indicative cost of any Stage 1 network \$400 million

# People on public transport

## Buses and street stations

*A high-quality, efficient, reliable and affordable public passenger transport system will help manage traffic demands to and within the Central City and offer residents a genuine transport choice for journeys about the city.*

The new bus network will direct buses around the slow core of the Central City, not through it. With the former Central City bus exchange damaged, a temporary interchange known as Central Station has been constructed on a site between Tuam and Lichfield streets, as part of the city's recovery plan.

However, to support planned growth in the network and patronage of public transport services, investigations are underway into a possible new generation of high-quality street stations which could ring the city's new slow core and be linked to a potential new network of Central City bus routes.

As the city recovers, the requirement and role of the Central Station will be reviewed by the Council, in close partnership with ECan, to jointly develop the new bus network and see, in turn, how it might link to any possible commuter rail network through the Central City.

It is envisaged that a reconfigured bus network would circulate around the slow core and each service could pass through three street stations, allowing passengers to enter and leave the Central City via a street station close to their destination. Such an approach is radically different to previous bus access to the Central City and so is a matter for a detailed joint study between the Council and ECan. This study will assess the benefits of street stations against a single interchange.

The Council will also work with ECan to investigate opportunities to provide an eco-friendly bus service, which uses varying sizes of vehicles to link with the new networks of bus routes, as well as

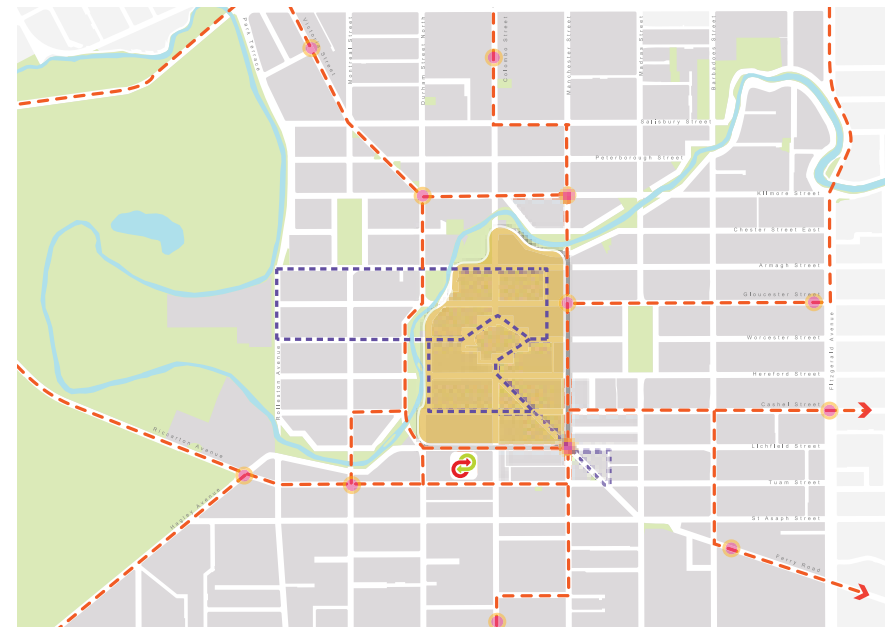
looking at the possibility of achieving access for smaller public transport vehicles through the slow core.

The Council, in partnership with ECan, remains committed to being a world leader in the provision of comfortable and accessible bus transport, in terms of both vehicles and infrastructure.

Key measures to help implement a high-quality, new-style bus network for the Central City could include:

- Investigation of a new network of bus routes around the heart of the Central City, linking to city-wide services and offering easy access to all activities within the heart of the city
- Bus priority measures, where needed, in the Central City to help improve system reliability
- Investigation of a network of new generation street stations created at key locations along the Central City bus route. These will be built to a high standard of urban design and created as partially covered public places to provide shelter, seating and public toilets. Ideally these will be co-located with cafés and street stalls that make them great places to meet, relax and watch the world go by. They will have high-quality cycle parking co-located for onward journeys.
- The new public transport system will be underpinned by efficient and effective information technology systems that make using public transport to and through the Central City an easy option.

As the new bus network will support the destinations that the free inner-city electric shuttle previously serviced, investigations will also be undertaken with ECan into the future feasibility of replacing the free inner-city shuttle with free trips on public transport into and within the Central City.



- Slow Core - shared streets
- - - Historic tram route
- - - Bus streets
- Indicative locations for bus stations
- 🔄 Temporary interchange/Central Station

### Bus streets and street stations project

**Where:** Refer route map

**When:** From 2012

**Who:** Christchurch City Council, Environment Canterbury and New Zealand Transport Agency

**Cost:** \$48.7 million

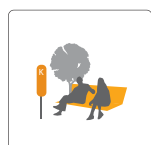
*“I would like to use convenient public transport to the city in after hours and weekends to enjoy the life in the city without using my car.”*

[Share an Idea, Community Expo](#)

Below: A conceptual street station.



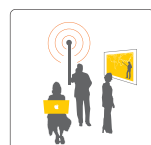
**Key features to include in street stations**



*Comfortable seating*



*Passive surveillance*



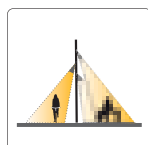
*Intelligent information*



*Proximity to destination*



*Integrated with public space*



*Well lit and safe*



*Protection from weather*



*Accessible for all*

**Heritage Tram**

Reopening the heritage tramway will be dependent on making safe various buildings around the tram route, plus the necessary repairs to the tracks, overhead line and tram shed.

Restoring the tram operation would assist in the recovery of the Central City as it would provide a visible and practical link between many of its key precincts as they re-establish – Cathedral Square, Worcester Boulevard, Christchurch Art Gallery, Arts Centre, Botanic Gardens, Canterbury Museum, Victoria Square, New Regent Street, Cathedral Junction on the existing line together with The Strip (Terrace), City Mall, SOL Square, High Street and Poplar Lane.

The Central City’s heritage tram service will also be reassessed to explore which routes it might best serve as the city is reconstructed, as well as opportunities to link it better with the Central City’s daily public transport needs.

# Streets for people

## Slow core

*The redevelopment of the Central City will create a Compact CBD, to be supported by a slow core and high amenity streets. These streets will include wider footpaths, some shared spaces, with provision for café tables and chairs, street trees, street furniture, public art and on-street parking.*




A Central City core of slow-speed streets supports the creation of a new, vibrant heart to the city, where a rich mix of land uses and businesses, including shops, cafés, arts, culture and civic functions predominate and priority is given to easy access for people on foot.

Private and goods/service vehicle access will remain an integral part of these streets but will happen at lower speeds, respecting the priority afforded to pedestrians.

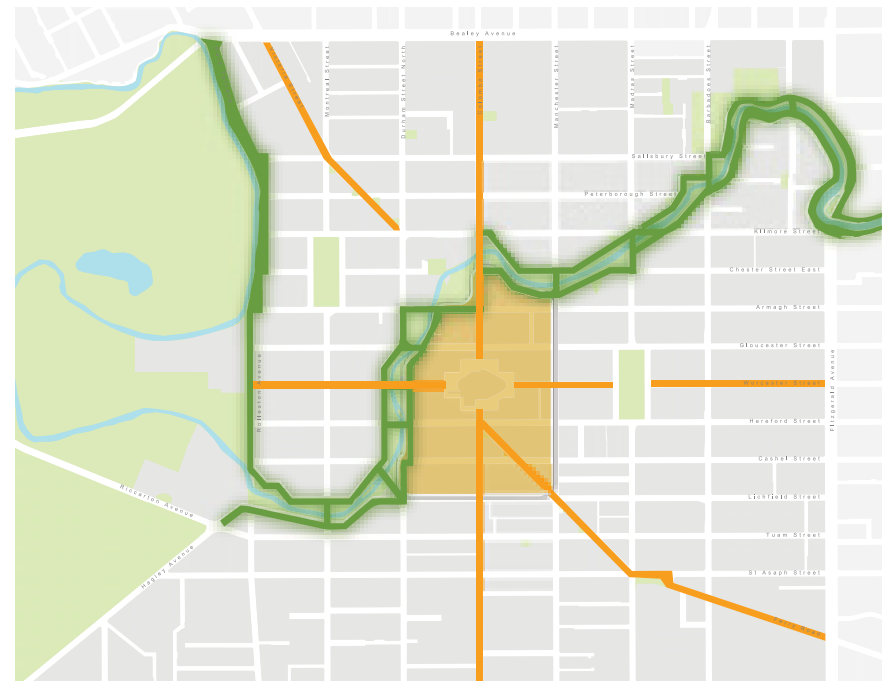
Streets in the slow core will be instantly recognisable with wider footpaths which will allow activity and people to spill out from buildings into some streets where spaces will be shared by people, cyclists and vehicles. The streets will have higher quality pavements, seats, rubbish bins, street trees and narrower carriageways

and provide easier access for people with limited mobility. Street lights will provide a high level of white light to improve people's night-time experience and help make streets feel safer at night.

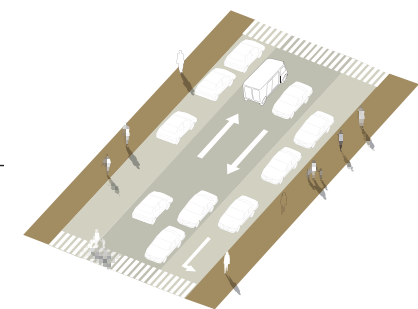
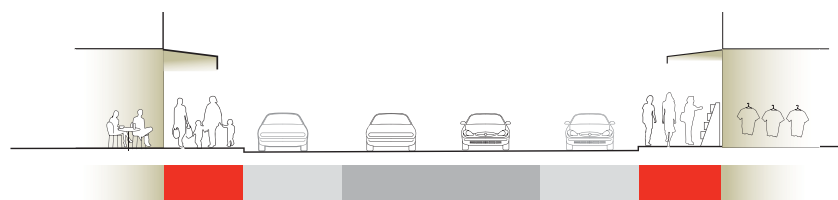
The design of all street enhancements in the Central City will be set out in a proposed new Central City Streetscape Plan. Aspects of this Plan will be the subject of further consultation with the business and development community. Vehicles and short-term on-street car parking within the slow core will support the re-establishment of retail and commercial businesses.

-  Slow core - shared streets
-  Main streets
-  River promenades

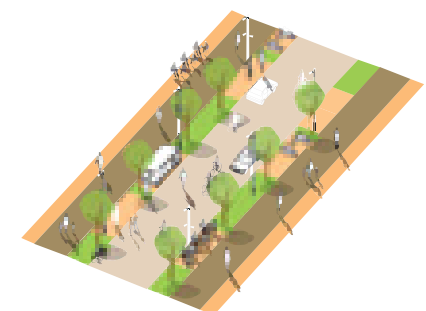
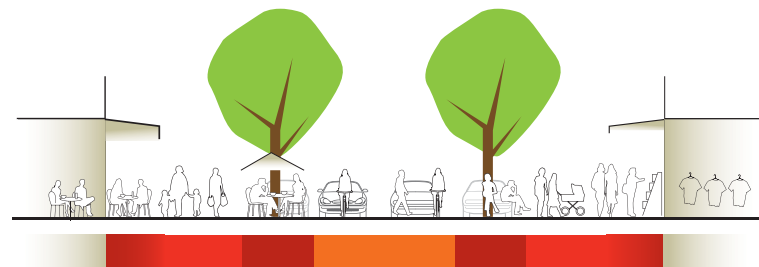
*Below: Examples of pedestrians, cyclists and motorists sharing the street.*



*Typical slow core street views*  
**Before**



**After**



### Slow core project

**Where:** The network of streets close to Cathedral Square

**When:** 2013 to 2020

**Who:** Christchurch City Council and New Zealand Transport Agency

**Cost:** \$71 million



## Main streets

A network of high-quality main streets will be developed within the Central City to connect the various precincts throughout the city and provide easy walking and cycling access, while at the same time maintaining good private vehicle and public transport access, especially to premises and adjacent land uses along those streets.

Extending from the slow core of streets at the heart of the city, Colombo Street, Worcester Boulevard, High Street, Victoria Street and Ferry Road will become main streets with wider footpaths, and in most cases, separated cycle paths. Traffic will be able to move along these streets at slower speeds, reflecting increased numbers of pedestrians and activity.

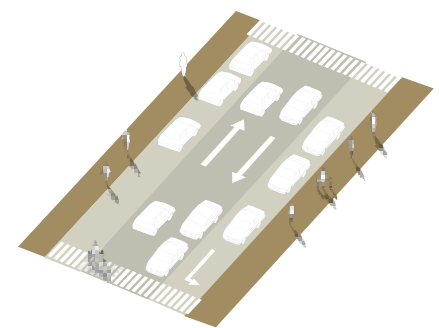
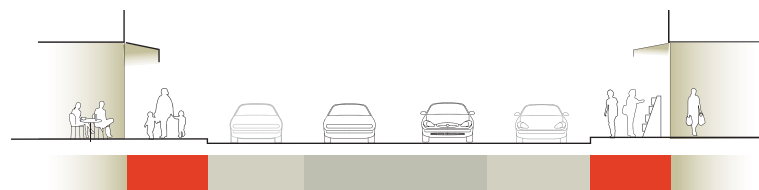
The main streets will have a high standard of landscaping treatment with appropriate choice of street trees, high-quality surfaces, street furniture and lighting designs, each to match the local character of the individual streets and building frontages.

The main streets designs will cater for all people, especially those with limited mobility, including at intersections, and will be designed to ensure vehicle traffic moves at appropriate speeds for the environment, providing iconic approaches to the heart of the city from the surrounding avenues. Funding is available from 2012 for Council to work with developers on concept design.

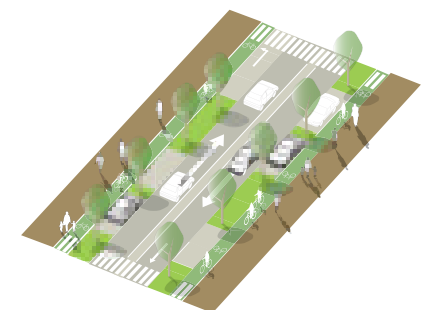
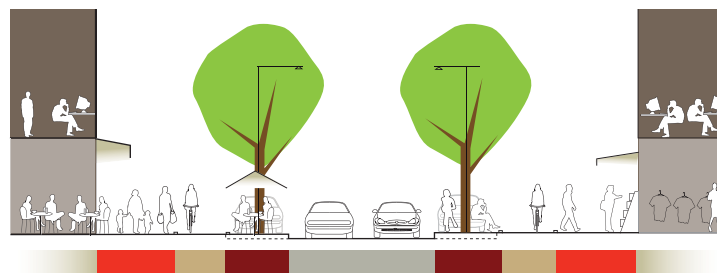
Typical Main street views- before and after



Typical main street views  
Before



After



### Main streets project

**Where:** Colombo, Worcester, Victoria and High streets, and Ferry Road

**When:** 2013 to 2020

**Who:** Christchurch City Council and New Zealand Transport Agency

**Cost:** \$58 million

# Streets for cycling





*Christchurch is a relatively compact city with a dry climate and flat topography, where more daily journeys to, from and within the Central City could easily be undertaken by cycle.*

*To achieve this, however, people of all ages and abilities need to feel safe cycling.*

As the Central City and its streets are rebuilt, the Council will develop better infrastructure for cycling. There will be more on-street cycle lanes on busy streets, separated from traffic, as well as quiet routes linking green spaces across the city. These facilities could provide the catalyst for the largest single change in how people might travel around the Central City.

Cycling to and within the Central City will be made easy with a new network of continuous and safe cycle routes. These cycle routes will be developed to seamlessly merge the shared slow speed spaces within the heart of the city with key destinations across the Central City and beyond.

During the first three years of the Central City Plan's implementation, the Council intends to develop a University of Canterbury to Central City cycle route across Hagley Park and Deans Avenue, west to the university campus.

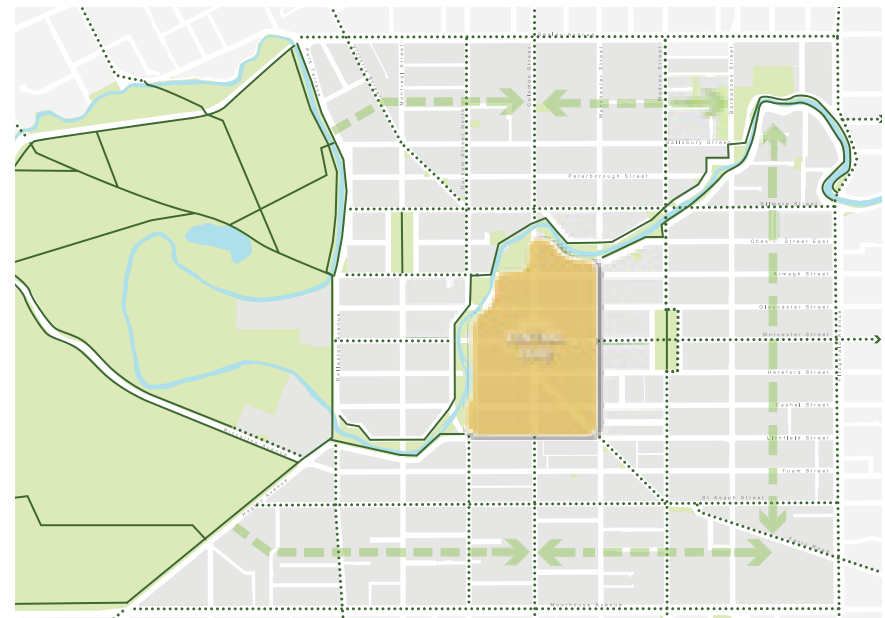
-  Slow core - shared streets
-  Cycle lanes
-  Cycle paths
-  Indicative greenway

Where possible throughout the Central City, cycle lanes will be separated from nearby traffic and footpaths. The safety of cyclists will also be prioritised at busy streets and intersections.

High-quality cycle parking facilities will be increasingly provided. These will be secure, covered where possible and located at a range of key destinations. Changing facilities and cycle repair workshops will also be considered. Secure cycle parking is also planned at the new public transport stations to enable multi-modal journeys.

Larger businesses in the Central City will be encouraged to provide attractive cycle parking, and employee shower and changing facilities.

The Council will also investigate the possibility of a city bike hire/bike share scheme, comparable to those of international best practice, to link key Central City facilities and routes to and from the Central City, including education campuses. Potential private/public partnerships to deliver this scheme will be considered.

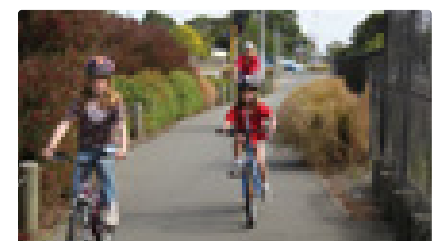
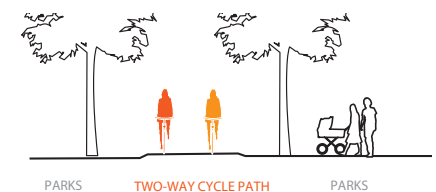


## Cycle paths beyond the street network

*The cycle network on the city's streets will link up to leisure routes and parks within the city, particularly along the Avon River/ Ōtakaro.*

Introducing more green paths that better link the city centre network with the surrounding parks and green spaces will provide for a more consistent, connected cycle network. This interconnected network is vital for establishing an attractive alternative to traffic, whether for work or leisure.

Right: Section and example of cycle path.



### Streets for cycling project

**Where:** See map

**When:** 2013 to 2019

**Who:** Christchurch City Council and New Zealand Transport Agency

**Cost:** \$22 million

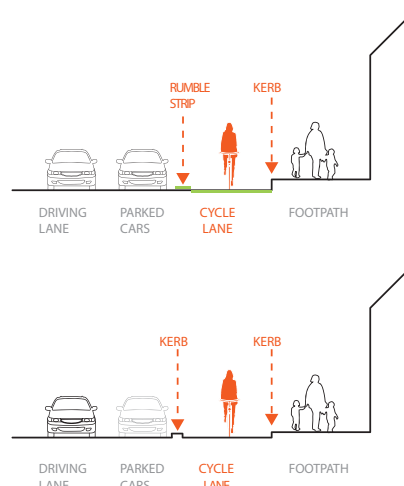
*“Isolated cycle lanes that are safe from traffic.”*

Anthony, Southshore

## Cycle lanes

A cycle lane can be a separated and/or raised lane reserved for cyclists, usually between a parking lane and the footpath.

This provides a buffer to pedestrians and removes cyclists from traffic lanes in the street, offering less intimidating conditions for all cyclists. Alternatively, a cycle lane is painted on the street placed to the left of the vehicle traffic lane.



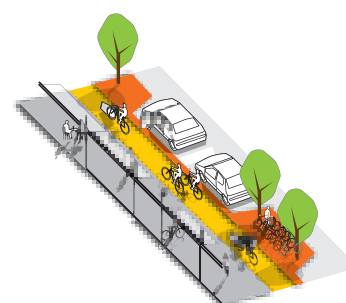
Above: Cycle lane sections.  
Left: Separated cycle lanes in Melbourne, Australia.

## Cycle streets toolbox

As a new standard of cycle network across central Christchurch is delivered, some or all of the following features will be planned as appropriate to each route:

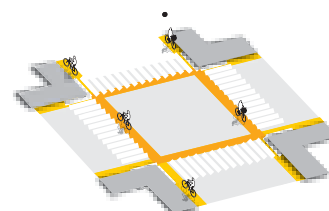
### Cycles always on the left-side

To avoid conflicts between vehicles and cyclists at crossings, the cycle lane will often be placed on the left side of the street. Since pedestrians are the slowest traffic, cyclists are most safe if placed next to the footpath.



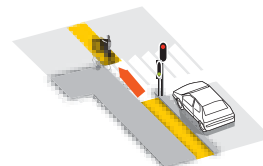
### Intersections

Cycle lanes marked in a different colour on the approaches to major intersections raises awareness with motorists.



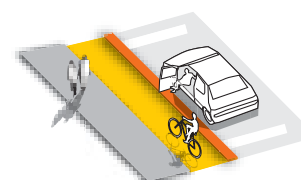
### Cycles head start and stop boxes

Time signals or advanced “stop boxes” help cyclists move ahead before nearby traffic at signal changes.



### Protect cyclists from car doors

A wide median buffer protects cyclists against car doors opening into the cycle lanes, and provides car passengers with an arrival platform.



## Slow core

The cycle network should overlap with the pedestrian network ensuring it is easy to switch between the two.

It must link up to attractive pedestrian routes, spaces and activities. The shared streets in the central core will cater for all transport choices and provide for slower speeds across all modes, thereby improving the safety and experience for all.

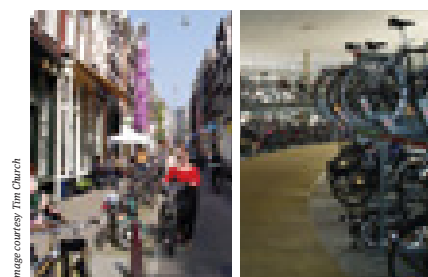
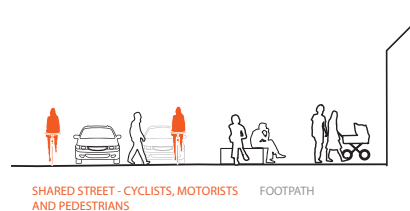


Image courtesy Tim Church

Image courtesy Tim Church



# Avenues

## Enhancing the Avenues

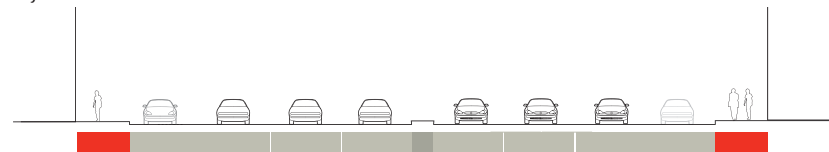
The Avenues will be progressively transformed into an orbital route for vehicles to travel around and to the Central City. This will help improve the efficiency of the Central City's transport networks, reduce through-traffic pressures in the Central City and support its redevelopment.

A series of major projects to improve key intersections and links will be investigated further to direct traffic around the avenues, including assistance for goods and services vehicles accessing the Central City. These would be designed to improve the function of the Avenues as an efficient orbital route and to ensure any wider network effects on the city's strategic transport networks are carefully considered in partnership with the NZ Transport Agency and Greater Christchurch Urban Development partners.

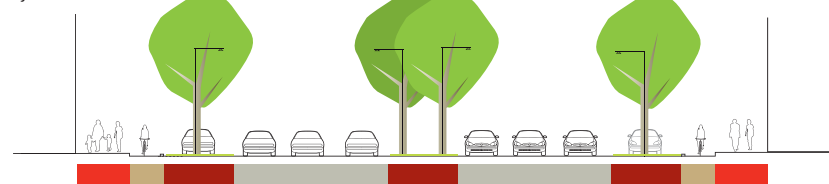
Such a package of changes may mean some alterations to traffic movements and priorities at a number of intersections. More investigations will be required to define what these alterations could be, particularly in relation to identifying those impacts on the wider strategic road and public transport networks.





*Below: Moorhouse Avenue with six lanes of moving traffic, tree-lined medians, separated cycle paths and tree-lined footpaths.*

Before



After



-  Slow core - shared streets
-  One-way to two-way streets
-  Avenues (distributor/arterial)
-  Distributor streets (Main traffic streets)

Other improvements will include new signage and driver information systems on the availability of car parking and route options to key Central City destinations; separated walking and cycling paths where practicable; and a significant programme of streetscape enhancements, especially along Moorhouse Avenue.

The improvements and upgrades of the avenues is a vital component of the Plan that will enable some key changes to the road network within the Central City to be successfully achieved, including conversion of one-way streets to two-way operation.

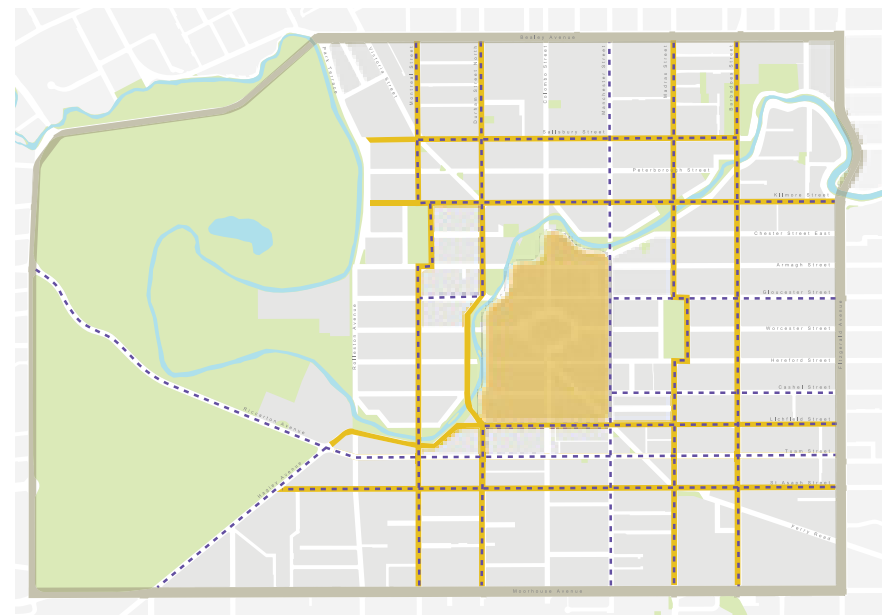
### Enhancing the Avenues project

**Where:** Moorhouse, Fitzgerald, Bealey, Harper and Deans avenues

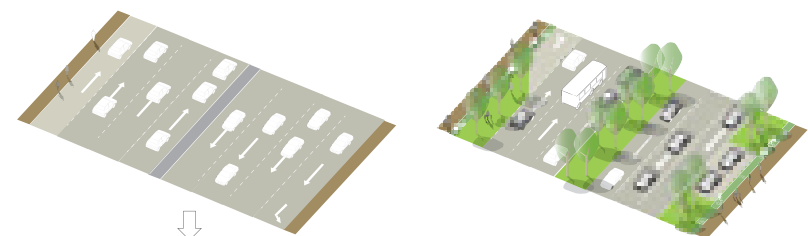
**When:** 2012 to 2019

**Who:** Christchurch City Council and New Zealand Transport Agency

**Cost:** \$60 million



After - Moorhouse Avenue



Typical Avenue views- before and after

## One-way to two-way

*Existing one-way streets within the Central City will be converted to two-way to reduce traffic dominance and the impact of heavy traffic volumes along the Avon River/Ōtakaro corridor and surrounding streets.*

This work will begin during the early stages of the Central City's redevelopment in order to allow some of the other improvements outlined in the Central City Plan to take place. The intention is to improve the appearance, landscaping and the functionality of these streets for all road users.

The changes to one-way streets will also help reduce the volume of traffic using the Central City as a through-route. The programme will be designed to support the new bus network and enable the width of streets adjacent to the Avon River/Ōtakaro to be reduced.

As part of the conversion plan, on-street parking may be rationalised in order to maintain adequate network capacity for general traffic, buses, goods and service vehicles and provide for some new separated cycle lanes and wider footpaths. Where possible, within network capacity constraints, narrower crossing points will be created to improve walking and cycling access across some key intersections.

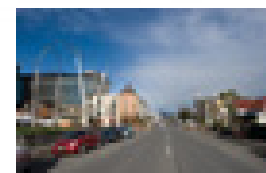
The changes proposed to the one-way system will create an enhanced environment that supports a variety of modes and higher value land uses, but there will be some reduction in the capacity of the road network.

Investigations are underway into the sequencing and timing of the proposed one-way to two-way street changes to see if there are any opportunities to make at least some of these changes early. These investigations will explore which complimentary components of the Avenues project can also be implemented early to support the one-way to two-way project.

Investigations will be undertaken into the possible retention of bus access on Cambridge Terrace and across the Durham Street bridge, as part of a shared environment. Local and emergency traffic will be able to access roads along the edges of the Avon River/Ōtakaro.

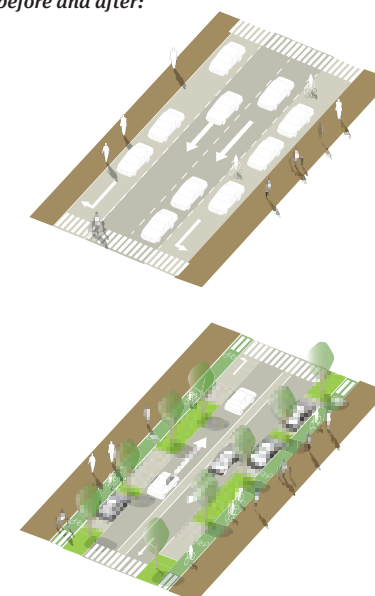
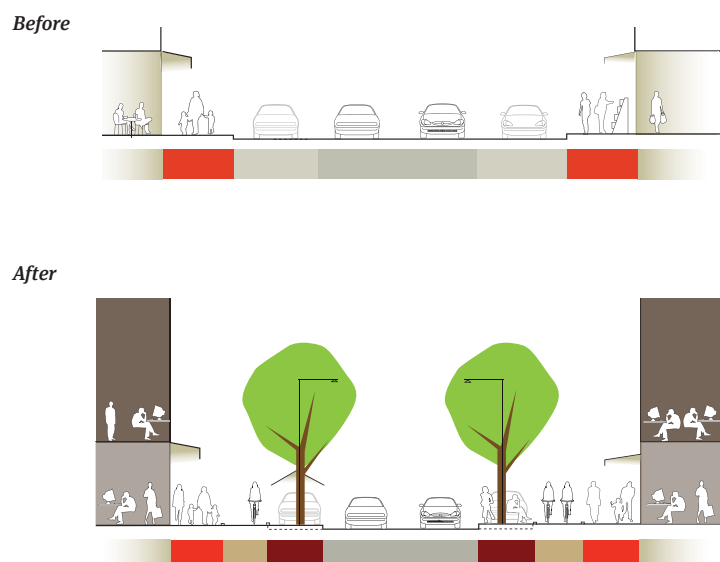


After - Montreal Street



Before - Montreal Street

Typical one-way street views before and after:



### One-way to two-way project

**Where:** Montreal, Durham, Lichfield, St Asaph, Salisbury, Kilmore, Barbadoes and Madras Streets

**When:** 2013 onwards (preceded by Transitional City interim changes)

**Who:** Christchurch City Council and New Zealand Transport Agency

**Cost:** \$91 million



# Parking and service vehicles

*A good supply of convenient, secure, well placed and easy-to-find parking, with continued easy access for delivery service vehicles, taxis and coaches will help with the economic recovery and future prosperity of the Central City.*

A number of existing parking buildings within the Central City sustained damage during the earthquakes. Structural reports are still being finalised on these facilities that will determine the long-term viability of each of the buildings.

The Council will maintain previous public car parking levels of service in the Central City, having made a commitment to repair, or where necessary, rebuild those facilities to support the development of the city and retail initiatives. These will not necessarily be located on the same sites as pre-earthquakes.

Central City parking will be managed to support and complement the proposed activities, land use and transport networks in the Central City. The provision of better managed and well located parking, serving different needs, will provide appropriate access for private vehicles, and support goods and services vehicles, walking, cycling and public transport.

During the implementation of the Central City Plan, and following the initial recovery period, during which two-hour free parking will be available, significant changes will progressively be made to the Central City's parking management systems.

The emphasis will be on providing short-term, on-and off-street parking close to the Compact CBD for shoppers and business visitors, with long-term commuter parking being provided through either on-street coupon parking around the Central City periphery or a network of strategically

located parking buildings accessed off streets leading from the Avenues. The construction of new parking buildings will be carefully staged during the implementation of the Plan to support recovery.

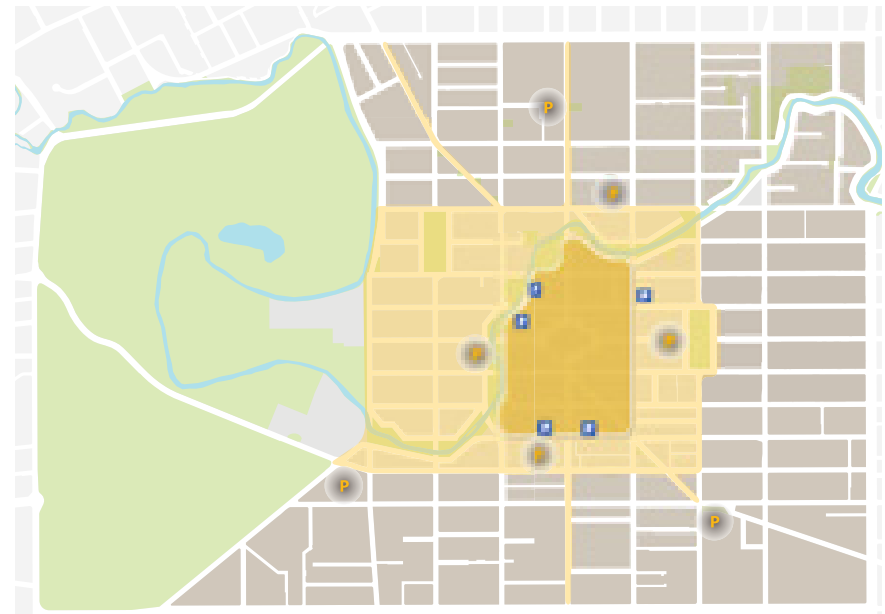
Where necessary to support improved amenity and streetscape, on-street parking may be reduced. However, the overall supply of short-term parking to support businesses will be maintained by replacing on-street parking with off-street facilities. The Council will ensure adequate parking remains for motorists with limited mobility and for delivery service vehicles needing to access smaller businesses.

New traffic signage and driver information systems will promote a more efficient use of parking facilities, supported by new pricing arrangements.

Additionally, convenient parking will be provided for tour coaches, long-distance bus services, taxis and motorcycles, as well as a comprehensive network of conveniently placed cycle parking across the Central City. Opportunities will be explored for improved goods and service delivery access, as well as for waste removal operations to help reduce the impact of these essential services on city streets.

Off-street private parking requirements will be geared to best meet business and residential needs, with better use of parking space achieved through management practices and sharing being encouraged. These initiatives will be supported through the *Proposed Changes to the Operative District Plan and Global Stormwater Consent*.

Equally importantly, the appearance of parking facilities will be improved both on and off-street to minimise the visual intrusion on streets. All new public off-street parking facilities will have flexibility in design to adapt to meet the needs of future generations of electric vehicles and meet the best practices for security and lighting.

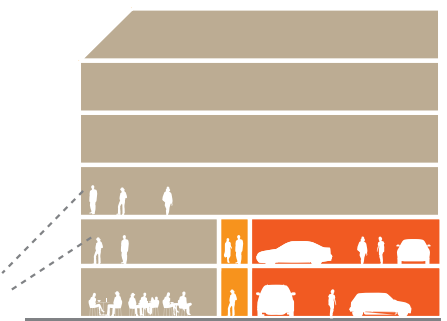


- Slow core - shared streets short-term parking
- 1-2 hour parking - exemption for residents
- Existing Council parking building locations as at 22 February 2011 (Future to be determined)
- long term coupon parking - exemption for residents
- Parking facilities - locations are indicative



Above: Easy access to parking and clear information about available parks is key to providing a well managed parking system for motorists.

Right: Car parking should be concealed behind commercial space/residential apartments to ensure building life is interactive with the street.



### ***Parking for shoppers***

Shoppers who choose to drive will be able to access the Central City and park near to the shops in the slow core of the city in either short-term, on-street car parking or conveniently located parking buildings.

Parking buildings will be located on the edge or just outside of the slow core, where they can be easily accessed from the main two-way streets. The lower floors of the parking buildings will encourage convenient shorter term parking for shoppers and visitors.

Once people have parked in the parking building, they will have the choice of either a short walk into the core or to catch public transport to other parts of the Central City. The proposed location of the parking buildings will ensure that shops within the core are a short walk from a nearby parking building.

Streetscape and walking improvements on the streets in the core will make the walk a much more pleasant experience. For those people who wish to park even closer to the shops in the core, some 30-minute, on-street metered parking will still be available. Outside of the slow core, on-street meter parking will be for a maximum two hours duration.

#### ***Parking and service vehicles project***

**Where:** See map on page 115

**When:** 2014 onwards

**Who:** Christchurch City Council, private companies, operators

**Cost:** \$72.9 million

### ***Parking for commuters***

People who work in the Central City will still have the option to drive. However, like shoppers, they will be encouraged to park in parking buildings, particularly in those easily accessed from the Avenues.

Changes to off-street parking requirements will enable businesses to choose whether they provide their own parking on-site or take advantage of well-located public parking buildings. This will help businesses to achieve the best balance of privately and publicly supplied parking access to best meet their individual needs.

New commercial developments will not be required to provide a minimum or a maximum number of car parks.

Initiatives that encourage car sharing and car pooling to help business make the most of the city's new approach to transportation will be supported.

### ***Parking for residents***

To support increased numbers of people living in the Central City, some on-street parks in residential areas will be available for residential parking schemes and commuter parking will be controlled by introducing a coupon system (with exemptions for residents) to park on-street where appropriate.

### ***Parking for families***

The proposed locations of the parking buildings will ensure that there is parking located close to key Central City attractions for families, such as the proposed Central City Playground, Metro Sports Facility, Cultural Precinct and Central Library, with well-placed, wider bays that help parents, caregivers and people with limited mobility.

### ***Parking in evenings and weekends***

With parking buildings becoming automated, they will be able to be open longer and in some cases 24 hours. All will be designed to meet latest safety standards.

## ***Wayfinding***

***New signage, wayfinding systems, interpretation mapping and car parking availability information will be developed to assist people, whether driving, cycling or walking to find their way around the Central City.***

With a new network of pedestrian routes and cycleways, as well as an expanded laneways network, more comprehensive, appropriate and attractive signage is needed to help people move about the Central City. This will help to provide streets with less traffic and higher amenity.

Despite the city's grid road network, efficiently signed routes are needed to Central City destinations, visitor facilities and key parking buildings, together with better guidance for travel around the edge of the Central City using the Avenues. This will also help reduce pressure on roads to carry traffic and goods and service vehicles.

There will be good, easily understood wayfinding (signage) for all modes of travel within, to and around the Central City, and the Council will explore applications of smart technologies, including multi-lingual applications, as well as assistance for people with mobility, visual and hearing impairments.

Before the earthquakes, the Council had begun to install new wayfinding maps and signs at key intersections and locations. This network will need to be further developed as the city is reconstructed.

Wayfinding will provide:

- A clear hierarchy of street signage integrated into the streetscape character to clearly signal where the street is within the network
- Comprehensive walking and cycling signage
- Driver information and car parking signage so drivers can efficiently locate parking and reduce unnecessary traffic pressure on inappropriate routes



- Visitor direction and information signage to ensure people unfamiliar with the city, whether driving, cycling or walking, can easily locate Christchurch's key visitor attractions and learn about the city
- Walking and cycling paths that link key destinations and provide attractive tours for locals and visitors
- Signage to the heart of the city is supported by distinct changes in street character
- Signage and smart technologies which make the Central City accessible for people with mobility, visual and hearing impairments
- Strategic traffic signage on the approaches to and along the four avenues to ensure traffic heading to the Central City does so on the most appropriate routes and traffic not travelling to the Central City on strategic routes bypasses it.

#### ***Wayfinding project***

**Where:** Throughout the Central City, linking to city-wide networks

**When:** 2012 onwards

**Who:** Christchurch City Council and New Zealand Transport Agency

**Cost:** \$8 million

# Market City

*Incorporate the latest technology into and around our buildings as a point of difference from other cities to attract businesses into city.*

Chris, Northwood

*A far more compact CBD, with precincts for tech, cultural, historic, retail, professional, surrounded by mixed residential and green space.*

Karlene, Claudia and Liam, Mairehau

*Urgent rebuild of the convention centre, as it brings in significant economic returns to the city.*

Caroline, Business Development Manager, Christchurch and Canterbury Tourism

*Free WiFi...that way people can connect their smart phones and find info on shops, events and restaurants in the CBD.*

Sarah, Riccarton

# Introduction

*At the heart of every successful city is a strong, vibrant city centre which is a mix of retail businesses, professional services, and tourism and hospitality, generating a range of activities to attract residents and visitors.*

Strong business and employment growth within Christchurch's Central City, significant investment in property redevelopment and greater numbers of people daily accessing the area for work and leisure will bring new life to the Central City as it is redeveloped.

*The redesign of Christchurch city gives us an opportunity to provide our population with modern, collocated and accessible health services that make the best use of our valuable resources and meet the future challenges of our ageing population.*

David, Chief Executive,  
Canterbury and West Coast  
District Health Boards



Through Share an Idea, the community asked for the Central City to be the premier shopping experience in Christchurch, an alternative shopping destination to suburban malls, with an emphasis on boutique, specialist and higher quality retail outlets.

They also wanted precincts (entertainment/hospitality, ethnic, retail/office, arts/culture), well served by connected networks of walkways, cycleways, lanes, shuttles and trams. To encourage businesses to return, they said incentives such as grants for businesses, low-interest loans, lower taxes and reduced rates and fewer regulations were necessary.

Free WiFi was also asked for across the Central City. In response to strong public support, the Council will commit to ensuring free WiFi is provided to help identify Christchurch as a forward-looking, business-friendly, high-tech city.

There was a desire for commercial, office and administrative services to be consolidated in the core of the Central City, with complementary retail and hospitality activity on the ground floor of new commercial developments. They asked for more indoor and outdoor produce and food markets to add vibrancy to the city centre and that visitors should be primarily attracted by the overall appeal of the city, with a range of accommodation options and activities.

Meanwhile, key stakeholder meetings discussed the size of the CBD; potential clusters or precincts; retail office space and light industry; ways to encourage investment and commercial property redevelopment; possible land amalgamation/collaboration; banking; insurance; building heights and regulations; public facilities (including educational, hospital and sporting); government offices in the Central City; tourism and hospitality; visitor accommodation; international student education; the need for good access, parking and transport links; transitional

and temporary spaces and buildings; and the need for certainty around the redevelopment timeline.

## **Tell Us What You Think**

There was strong overall support from the community for the projects and initiatives proposed in Market City. However, business and property sectors expressed concerns about aspects of the *Proposed Changes to the Operative District Plan and Global Stormwater Consent*, which they saw as restrictive and not enabling, and the Council's ability to efficiently manage the consenting process with additional urban design and build green requirements.

The idea of a Compact CBD was strongly supported, although there was some debate about the specific boundaries. Support for the concept of a retail precinct was generally positive, but mixed around specific regulations and initiatives. Also strongly supported were the EPIC project, the covered market, free WiFi and fast broadband and the international quarter.

There was generally strong support for the rebuild of the convention centre integrated with the Town Hall, with mixed views on the location. Proposals for the hospital redevelopment also received positive feedback overall.

Comments on incentives were generally supportive, with some concerns about how they will be applied.

Parking restrictions received a strong response from the property and developer sectors who saw these as a potential barrier to attracting tenants.

## **Our plan**

Where appropriate, the Plan has been modified to address the concerns in relation to parking, building heights and the *Proposed Changes to the Operative District Plan and Global Stormwater Consent*.

To make sure the city is easy to access and to re-introduce the city to Christchurch residents, free parking in all Christchurch City Council-owned car parks will be provided for two hours.

Key to the redevelopment of the Central City is a Compact Central Business District (CBD) for business, supported by clusters of boutique retail stores, professional

services and new business developments. To make this happen, incentives will be provided to accelerate development and growth. Public investment will lead the rebuilding of the Central City.

Christchurch's economy was built on primary produce and manufacturing but in recent years has developed new sectors around professional services, software development, tourism and education. These, along with emerging new business opportunities, will be vital in restoring prosperity to the Central City and for long-term economic growth and success.

Public investment will be needed in new facilities, open spaces and amenities, combined with public-private partnerships and investment in key locations by local government and government agencies. This will stimulate private sector investment in surrounding areas; act as a magnet to attract people to the Central City; create a working and/or residential population to attract businesses; provide an anchor for the development of clusters; and space for activities that support development but are uneconomic in the short term.

Redevelopment of the Central City will inevitably require the resources of many sectors to achieve the outcomes of the Central City Plan. No one sector has the resources or influence to achieve it alone.

## **Key Projects**

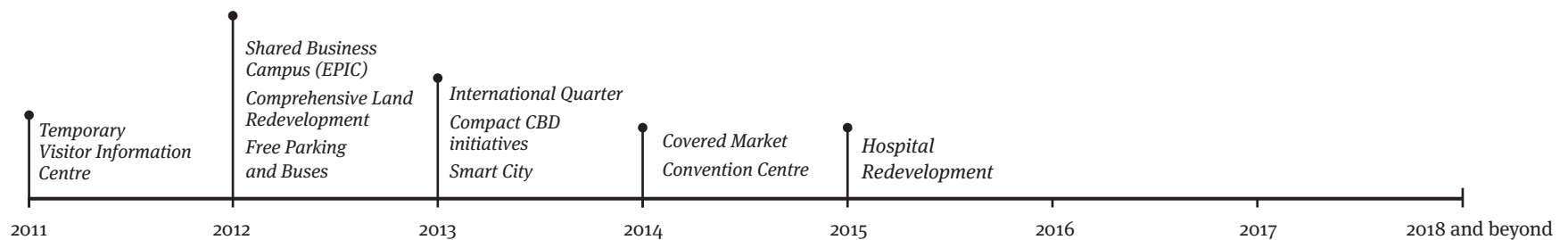
1. **Compact CBD**
2. **Incentives**
3. **Free parking and buses**
4. **Retail strategy**
5. **Covered market**
6. **International quarter**
7. **Hospital redevelopment**
8. **Shared Business Campus**
9. **Smart city**
10. **Convention Centre**
11. **Visitor Information Centre**



# Overview

*Historically, the area inside Christchurch's four avenues has functioned as the business, cultural, and social heart of the city; and it will again.*

Proposed Project Start Dates:



*The existing location of the Central City is supported by more than 150 years of investment in infrastructure and a roading network that makes it the natural economic heart of the city.*

The Market City chapter focuses on three broad areas designed to retain and attract new investment into the CBD and bring business, employment and people back into the city.

The Compact CBD will focus around Cathedral Square, recognised as the heart of the Central City. This will be where the most intense office space and retail activity will be found. Centralising these activities provides economic benefits through the co-location of complementary activities.

For example, the Retail Priority Area will form part of the Compact CBD; it will help support and be supported by a range of complementary activities (office workers, retail, tourism, etc) which will make up the Compact CBD. The covered market and the international quarter will complement both the Retail Priority Area and the other areas of the city that attract both visitors and local residents.

The hospital redevelopment will primarily be on the existing Christchurch Hospital site but will open up the hospital to the Avon River/Ōtakaro, linking the development to the rest of the city. It provides a catalyst for the development of a health precinct in the area.

The smart city investment will focus initially on providing the broadband infrastructure to Central City businesses and residents throughout the four avenues. This will provide an enhanced platform for the market to deliver free WiFi. The EPIC initiative will establish a temporary technology focused cluster of businesses on the former Para Rubber site, corner Tuam and Manchester streets, owned by the Council, providing the seed for the development of a cluster of complementary business activities and Council will work with EPIC to establish a permanent presence in the Central City.

The tourist centre will initially be located in the Botanic Gardens, adjacent to the Canterbury Museum. This location links tourist areas, such as the events village in Hagley Park, the gardens, the Re:Start retail area and accommodation, hospitality and tourist services, such as shuttle pick-up areas, etc.

Subject to the ultimate fate of the current Convention Centre and Christchurch Town Hall, the Convention Centre will be redeveloped, either on the current or a new location, which will support the retail and hospitality activities within the Compact CBD and the visitor attractions and services throughout the Central City. The return and further development of tertiary education in the Central City (as detailed in the City Life chapter) will create further employment opportunities.

## Targets

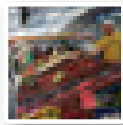
- Employment in the Central City exceeds pre-earthquake levels
- The Central City is rebuilt
- The Central City has a diverse range of employment
- The Central City has the greatest concentration of retail, office and residential activity in Greater Christchurch
- The Central City has a higher proportion of high income jobs than other commercial areas in the city
- The Central City attracts a wide range of people
- The Central City attracts and celebrates cultural diversity
- More tourists visit and stay in the Central City
- The Central City is a top cultural and recreational destination
- People in the Central City are satisfied with its appearance



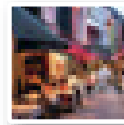
# The Plan



**Smart City**  
Free wireless hot-spots throughout the Central City



**Covered Market**  
Site to be determined



**International Quarter**  
Site to be determined

Above: The map shows the key points in Market City, represented by shaded areas. Sites have yet to be identified for some projects.

## Compact CBD

*A compact central business district is vital for economic prosperity in the redeveloped Central City.*

*Historically, Christchurch's CBD has been too large for the city's population and number of employees. This has resulted in the uneconomic use of prime real estate and ad hoc development.*

A Compact CBD, bounded to the north and west by the Avon River/Ōtakaro, Lichfield Street in the south and Manchester Street to the east, will provide for better economic growth in the long term and greater certainty for property owners.

Central business districts are important for delivering an economically and socially vibrant city. Compact CBDs enable more frequent meetings and exchange of ideas, easier access to services and better provision of infrastructure, along with improved social opportunities for employees. There is easier access to new living options within the neighbourhood in which they work, along with cultural activities and plenty of opportunities for social interaction. Ultimately, these areas support and enable more productive and faster economic growth for the region.

The Compact CBD will be achieved through a combination of incentives, public amenity and public space improvements.

Implementation of the Compact CBD will include coordinated changes to public transport facilities, transport access corridors and pedestrian areas. This is detailed in the Transport Choice chapter.

This project aims to encourage development in the CBD to create a productive high-growth, high-density business and retail district.

While office and retail development will continue to be widespread, the Council will actively incentivise to encourage the creation of a high-value, high-energy retail and office core, and distinguish this from other supporting retail and office areas.

Council-led urban design guidelines and public investment in people-friendly streetscapes will help to visually define the area. The majority of the Compact CBD land is owned and will be developed by the private sector. To accelerate this redevelopment, a range of proposed incentives will be available for development, redevelopment, and retail and office relocation to the Compact CBD focused on attracting new tenants and kick starting high-quality urban development.

The investment in the public realm will be ongoing, while other incentives will be reduced as development and employment targets are reached.

The Council will work in collaboration with CERA to look at prioritising the re-opening of the Compact CBD and ensure there are safe routes to and from redevelopment areas.

### Compact CBD project

**Where:** The CBD is defined as being the area bounded by Lichfield and Manchester streets and the Avon River/Ōtakaro

**When:** From 2012 onwards

**Who:** Christchurch City Council will provide the *Proposed Changes to the Operative District Plan and Global Stormwater Consent* for the compact city and, in conjunction with central government will facilitate the incentives

*“CBD needs to be less spread out, so it feels lively and is easy to get around. Also need to do something to attract people back from malls.”*

Marjorie, Christchurch



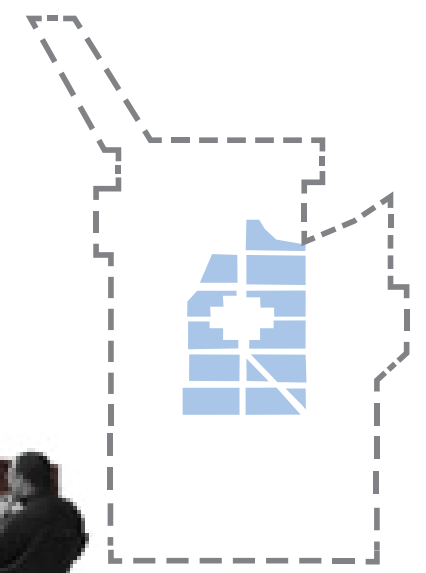
Below: Illustrative collage of Compact CBD.



CBD Before



CBD After



# Incentives

## Financial

Commercial real estate developers and business tenants will receive incentives to focus the location of business activity and commercial development into the Central City's Compact CBD and health precinct (see Hospital redevelopment).

Each incentive is aimed at addressing a specific issue, having been tested with the business and property community, and considered to be an effective way to help deliver Central City growth (refer table in Implementation chapter).

Office-based incentives will be available in the Compact CBD, while retail businesses will be incentivised to locate within the Retail Priority Area. The incentives will serve to create an economic opportunity zone, similar to those overseas, and direct and attract development to the Compact CBD.

The incentives for the Compact CBD will include:

- An appropriate incentive to attract tenants back to the Compact CBD and health precinct. The incentive will be available until 20,000 retail, office and medical employees have returned to the Central City. Total Cost: \$27.3 million (estimated three to five-year operation).
- Development Contributions rebates for commercial development will apply across the Central City (within the four avenues) to help make development more affordable, signalling the Council's commitment to Central City re-population and to meet a market need expressed to Council to remove disincentives to Central City development. Total Cost: \$3.9 million over five years.
- A streamlined consenting process to ensure development proceeds as fast as possible and responds to the need for certainty and urgency in terms of redevelopment timeframes. Total Cost: \$5.9 million over seven years.



Above: Financial incentives will be provided to promote development in the Compact CBD.

- Council will create a \$1 million discretionary grant fund to attract anchor retail or strategic boutique retail tenants to the Retail Priority Area

These incentives are an important mechanism for stimulating a robust, self-supporting development and business environment. It is proposed the incentives will be available to most office-based businesses locating to the Compact CBD; most retail businesses locating to the Retail Priority Area and most health-related businesses locating within the health precinct.

Council will monitor and identify if additional or further incentives are needed to support the redevelopment of the Central City if there are any changes to the debt funding market.

*A table detailing where and how the incentives in Market City will apply is on page 144 of this Plan.*

## Comprehensive land redevelopment

Council will investigate mechanisms and models for the establishment of a development agency and to acquire land that is strategically important to the redevelopment of the Central City.

The agency will be used to accelerate or facilitate strategic or priority land development where market forces fail or for providing the market with assistance, should it be necessary. These amalgamated sites will attract needed investment and development into the Central City achieving a better development outcome for the city.

The Council will assist in facilitating co-ordinated block-by-block redevelopment. Developments over areas greater than 4000sqm in the core and 7500sqm in the fringe will be assessed on the overall objectives of the Central City Plan rather than the specific rules/regulations. Council will also consider financial support to engage master planning professional input/expertise for these developments or other strategic co-ordinated developments.

Council may acquire land, negotiate the development of the land and sell it to the developer to complete the project. This process could be used to accelerate development on specific sites and progress redevelopment of the Central City, including the acquisition of land for new laneways.

Land acquisition under legislative or regulatory provision would be limited to situations where commercial terms cannot be agreed with landowners and land acquisition is necessary to achieve the redevelopment objectives.

The cost would be \$7.6 million over five years for land purchase mechanisms.

### Incentives project

**Where:** Spatially defined application; mostly within the compact central business area and health precinct. Other areas as needed

**When:** Financial years 2012 to 2018

**Who:** Christchurch City Council led with central government assistance

**Cost:** \$38.1 million over seven years; \$7.6 million for comprehensive land development



Above: Mixed use and co-location of essential services will make the Central City more accessible.

*“Keep the city compact. The more compact it is the more vibrant it will be - don't fear high density, but demand high quality.”*

Anthony, Christchurch



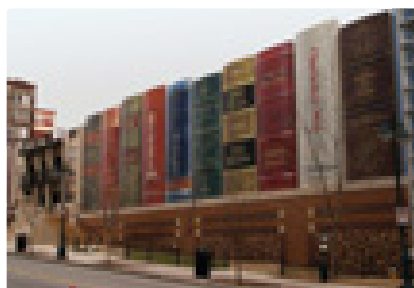
## Free parking and buses

*Off-street Council-controlled car parking within the Central City will be free for up to 120 minutes for the next two years to encourage residents to return to the Central City to shop, eat and enjoy the great atmosphere. Council will review the two-year period, with the view to extending it.*

This will remove a disincentive for residents to come into the city. Attracting more people into the CBD will accelerate the growth of business activity within the city. This is especially important in the first few years of redevelopment when many attractions could be relatively far apart and public transport could still be difficult to use because of the compromised street network.

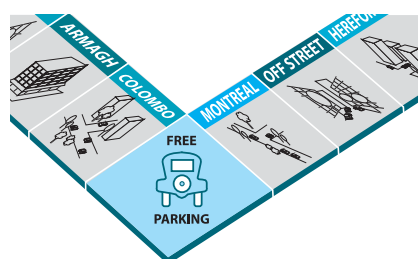
An increasing fee scale of hourly parking fees will encourage short-term use, while continuing to meet the needs of longer term commuter parking.

Council will also investigate with ECan the feasibility of providing free public transport within the Central City.



Above: Car parking information and signage will let residents know where to find the most suitable parks.  
Bottom: Library car park building, Kansas City, USA, courtesy Flickr jonathan\_moreau's.

Below: Free car parking information will be accessible for residents. Refer Transport Choice chapter for more parking information.



### Free parking and buses project

**Where:** Off-street parking within the four avenues

**When:** From 2012-2015

**Who:** Christchurch City Council

**Cost:** \$3 million

## Restrictions on suburban development

*Before the earthquake, there had been relatively low levels of investment in commercial space in the CBD, compared to investment and development in the suburbs.*

With many businesses relocating from the Central City following the February earthquake, it is proposed that suburban development be regulated during the next five years to stimulate investment in developments in the Central City. Council will explore appropriate regulatory mechanisms to achieve this outcome and will continue ongoing discussions with central government.

Under normal circumstances businesses know a Central City location allows for higher productivity because of lower transport costs, greater interaction between employees and ease of information sharing. Businesses that are most likely to benefit from these drivers choose their location accordingly.

Post-earthquake, there are barriers to the market delivering these outcomes, the main disadvantage being coordination problems – higher productivity requires the agglomeration of businesses and there are obvious disincentives to relocating too early in the process.

*“Say no to suburban commercial development for a period.”*

### Key Stakeholder Workshop

Since no one business has an incentive to lead, the recovery could be slow in coming. Meanwhile, the continued location of suburban businesses stimulate the development and tenancing of new suburban business sites, making it more difficult to relocate to the Central City even after a recovery is underway, and endangering the viability of the Central City.

Council will provide the leadership and the *Proposed Changes to the Operative District Plan and Global Stormwater Consent* to direct certain developments into the Central City. Central and local government will be asked to contribute to the Central City development by committing to return all government operations and departments back to the area.

# Retail strategy

*Christchurch’s redeveloped Central City will offer destination shopping in a small but exciting retail area.*

*Bounded by Oxford Terrace, Lichfield Street, Manchester Street and Hereford Street, and including High Street, south to St Asaph Street, the newly defined Retail Priority Area will offer differentiated retail choice, a unique experience for shoppers and improved turnover for retailers.*

New Regent Street and Victoria Street will continue to be boutique shopping destinations within the Central City, appealing to a different customer base than the main Retail Priority Area. This will provide residents, businesses, employees, and visitors with a wide range of shopping and hospitality options and help to define retail as a key component of the Central City. It will offer a completely different shopping experience to suburban malls.

The recovery of the existing retail area began in late October 2011 with the Re:Start initiative, anchored by Ballantynes and consisting of a cooperative of Central City retailers.

The Central City Property Owners and Business Group combined existing retail and hospitality buildings and re-opened in relocatable expo-style container structures in City Mall.

This will provide the catalyst and anchor for retail development and re-establish the area as a prime retail destination with a focus on moving further development south towards Lichfield Street.

Growing the Retail Priority Area to the south leaves the northern areas of the CBD free for the development of office space and will enable Lichfield Street to redevelop in line with its historical retail and service industry uses.

This redevelopment also helps to link the central business Retail Priority Area with boutique shopping in High Street and the emergent retail cluster along Colombo Street South.

This retail strategy will be achieved through a combination of public investment, regulation and incentives.

Council will collaborate with CERA and the Central City Business Association to ensure a quick re-establishment of a vibrant retail core.

Council acknowledges there are established retail locations within the four avenues, such as High Street, Victoria Street, South City and Moorhouse Avenue, and that the Retail Priority Area will help to underpin those areas.

The Council will develop access, public transport and parking solutions that will be implemented on a staged basis as the city’s retail areas are redeveloped. Parking provisions will provide short-term on-street parking for pick up/drop off of retail customers, with plenty of off-street parking accessible around the retail cluster to provide for the majority of retail customers coming to the city for a unique shopping experience.

### Public investment

Public space and facility investment will be critical in refocusing retail on Cashel and Lichfield streets.

To support retail activity in the Central City, for example Re:Start, and as set out in the Transport Choice chapter, Council will maintain previous public car parking levels of service. Along with good access to car parking, there will be dedicated pedestrian laneways from Cashel Street through to Lichfield Street and pedestrian sections on Colombo Street.

The reduction of traffic flows along Lichfield Street will make the area a better shopping destination and access will be improved by changing Lichfield Street from a one-way to a two-way street. Additional public space investment along the pedestrian corridors will enhance the Lichfield Street environment creating an attractive retail environment.

### Regulation

Regulation will be a necessary component to achieve the outcomes of the Central City Plan. All new buildings developed in the compact core of the Central City will have retail space (or equivalent activity) located at street level.

To accelerate investment in the Compact CBD, restrictions on commercial suburban development are proposed to focus immediate commercial property investment into the CBD.

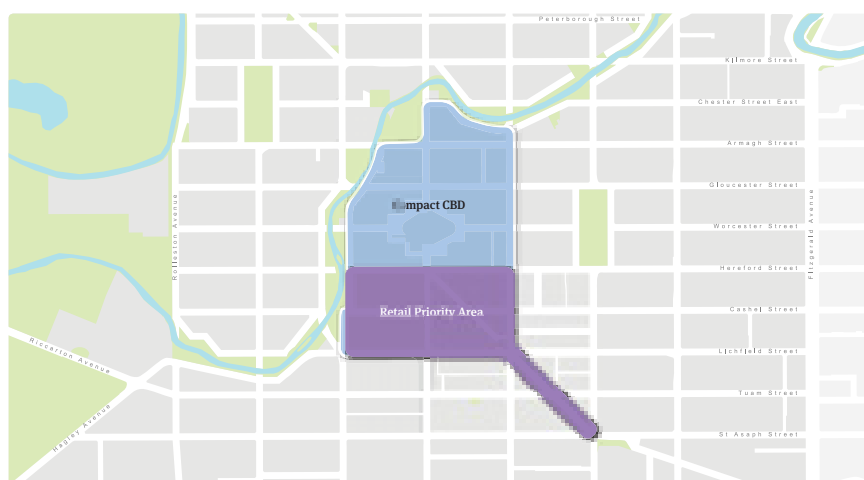
### Incentives

Financial incentives for retail businesses locating to the Retail Priority Area will help to direct new and re-establishing retail businesses into this area. Incentives for retail will be provided within the Retail Priority Area.

No incentives for retail will be offered outside the Retail Priority Area, with the exception of Development Contributions rebates.

The incentives also provide a strong signal to property developers regarding the type of buildings for those locations and help to attract tenants for rebuilt areas.

Central City Retail Map:



### Retail strategy project

**Where:** The retail area will be focussed around the Retail Priority Area shown on the map

**When:** From 2012

**Who:** Christchurch City Council will facilitate retail development through incentives and regulations

**Cost:** Funding included in the incentives project (\$1 million)

## Covered market

*A Council-facilitated covered market is planned for an area of the Central City where everything from fresh produce and arts and crafts to clothing, antiques and books will be sold, providing the catalyst for private sector investment in the surrounding areas.*

It is proposed the covered market would help meet the need for low-cost business space for retail market-focused businesses. It would combine contemporary retail space for niche or boutique retailers and hospitality venues, with an adjoining open air market space. Restaurants, ethnic food retailers, bars and cafés will be found in the market space.

Public spaces around the market buildings will provide areas for public art and venues for entertainment, events and hospitality.

The benefit of this market area is that it provides a central point to bring business and customers together to stimulate activity and economic growth, with low overheads. This is achieved by having clusters of market operators working together.

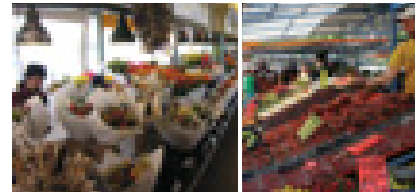
The covered market would be located to support and link with the Central City's traditional retail areas and hospitality businesses, offering customers easy access to complementary retail goods and services.

Council will facilitate the development of the covered market by buying land and identifying private sector interest in operating the market. Council will also help with consents and regulatory approvals and assist with the promotion of the market area as it is developed.

To deliver this project it is critical to identify a variety of private sector stakeholders to lead the development and implementation of the market.



Image courtesy Tim Church



*Above: Covered markets help meet the need for low-cost business space for retail businesses.*

### Covered market project

**Where:** The covered market will be located to complement the Retail Priority Area

**When:** 2014 to 2015

**Who:** Christchurch City Council will support private sector delivery of this initiative

**Cost:** \$4.2 million including land

## International quarter

*Cultural diversity in Christchurch will be celebrated in a new international quarter where visitors will be entertained by buskers and musicians and enjoy a variety of foods from throughout the world, in particular the Asia-Pacific region.*

This development of an international quarter will help to give the Central City a distinct identity and shape the character and culture of the area. The quarter will be an attraction for residents and visitors, helping to contribute to economic growth and prosperity, and make the city a welcoming place for all cultures.

Council will initially work with landowners, restaurateurs and domestic and international investors to establish and promote the quarter and then work to create a unique experience as part of

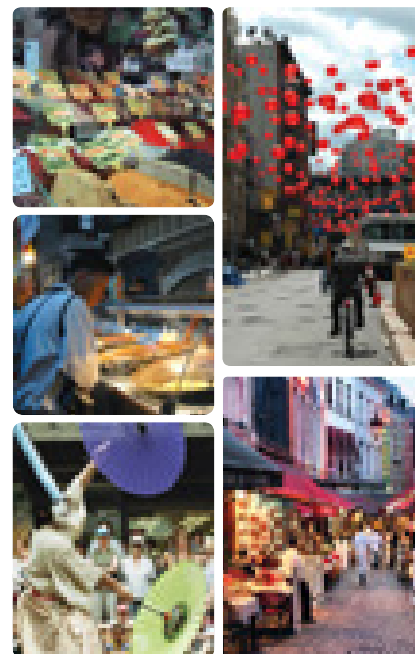
an expanded lanes network with themed lighting, outdoor dining areas, night-time street market and performance spaces.

The Council will also fund public space investment in the area to help define its international character. Any development on private land will be funded by the landowner, with private business operators establishing complementary businesses in the area.

Christchurch's international quarter will be modelled on successful international quarters throughout the world, such as Seattle's International Food District and Melbourne's Chinatown.

It is proposed this project will also include a Pacific hub which could be developed separately, or be co-located with the international quarter.

*Right: International quarters around the world celebrate diversity by providing entertainment and performance spaces, a variety of foods and costumes.*



### International quarter project

**Where:** A suitable location to be identified in consultation with the market

**When:** Initial facilitation and promotion work being 2012/13, Streetscape and area improvements 2016/17

**Who:** Christchurch City Council and private sector

**Cost:** \$3.6 million



## Future employment

*The Central City was home to more than 50,000 employees before the earthquakes. The Central City Plan proposes to restore and expand this number as the area is redeveloped.*

*New employment will attract people, business and investment back to the Central City. The Plan promotes the development of several new business ventures to support future employment in the Central City.*

The Canterbury District Health Board as the largest employer in the South Island, is planning a major redevelopment of Christchurch Hospital which will not only create new employment but stimulate the development of a health precinct in the south-west area of the Central City.

The Christchurch City Council has also returned to its new Civic Building in Hereford Street which is home to 1200 employees.

EPIC is an integrated incubation hub which will bring the city's most innovative hi-tech businesses into the one location in the Central City and support their

### Central and local government offices

*Central and local government have a lead role to play in helping to restore confidence in the Central City by relocating their offices back to the area as soon as practical. This is critical to facilitate development, by providing long-term tenants who will enable Central City developers to invest with confidence and begin the repatriation of the Compact CBD.*

The staff this sector brings to the Central City will help generate new development in retail and hospitality and also enable

*“In order to encourage businesses back Government Departments, ECan and CCC offices should all be returned as quickly as possible.”*

Stephen, Woolston

expansion, while the Smart City project will give Christchurch the competitive technology advantage through world-class, ultra-fast broadband infrastructure to attract business, investment and new employment opportunities. It is an example of how businesses can adapt to create an exciting and collaborative future in the Central City.

the co-location of high-value businesses which work with government clients.

Council sees ECan as playing a special role as it relocates its staff to new premises within the Central City. A commitment from central and local government to relocate to the Central City is key to the success of this Plan.

#### Commercial tenants

Council is also committed to attracting back to the Central City, as early as possible, commercial tenants who will bring back to the Compact CBD large numbers of staff to help create a vibrant space and a strong level of economic activity.

## Hospital redevelopment

*Redevelopment of Christchurch Hospital will provide the catalyst to create a health precinct on the south-western corner of the Central City, home to a range of health and medical businesses and research and training facilities.*

This hospital redevelopment will provide the anchor to establish a health precinct in the surrounding area to attract medical and research businesses and employment from throughout Australasia, while providing the city with the highest quality health care in a world-class facility.

New hospital facilities are planned for the Christchurch Hospital site as part of the redevelopment of Canterbury's health system to deliver health care for the next 50 years. The redevelopment is driven by the need to repair earthquake damage and increase the size and resilience of buildings, to improve people and vehicle flows, and as New Zealand's second largest tertiary hospital, to be fully functional post any disaster.

The first stage is a new building to provide acute and surgical services, including new operating theatres, a new and expanded intensive care unit, a new emergency department, children's facilities, patient wards and support services. The development has been designed to enable future expansion with minimum disruption.

The redevelopment will reorient the hospital and open it with a pedestrian "hospital street" forming the circulation spine of the facility to integrate with the adjoining Papawai Ōtakaro, better linking the facility to the Central City. The development requires collaboration between the Council and Canterbury District Health Board. For the development to take place, a land exchange, already agreed to by the Council, needs an act of Parliament.

All residents within the Greater Christchurch region – and the South Island – will benefit from the redevelopment of the Christchurch Hospital into a modern, functional campus and it will provide a health and innovation hub for the region.

#### Health Precinct

The redevelopment of Christchurch Hospital and the planned growth of the University of Otago's School of Medicine facilities and other health research organisations in the area will provide the foundations on which a health precinct can be established in the south-west sector of the Central City. Medical-based businesses will qualify for incentives targeted at attracting businesses to the health precinct.

### Hospital redevelopment project

**Where:** Existing Christchurch Hospital site plus the land exchange area

**When:** Stage 1: Completed by 2016; Stage 2: Completed by 2021

**Who:** Canterbury District Health Board. Requires approval by the National Health Board, Ministry of Health, and central government to provide the funding for the development

**Cost:** No direct cost to Christchurch City Council; CDHB funded



## Shared business campus

*Private sector businesses which identify a problem, bring together a range of related businesses and put together a sound business case for new developments will deliver positive outcomes for the Central City.*

The Council is keen to continue to support and encourage these types of initiatives, especially those that deliver high-value employment, great business opportunities and new development to the Central City.

There are high-economic impacts for the city and positive financial impacts for businesses operating in a Central City location. Businesses that choose a Central City location early – and especially bring other businesses with them or join a cluster – stand to benefit from the Central City rebuild.

The Christchurch and regional economy will also benefit, as those businesses will provide new employment opportunities for Canterbury residents and provide vibrancy to the Central City.

Under EPIC, the south-east sector of the Central City will become a temporary home to more than 400 employees working for 30-plus innovative businesses in a new high-technology Enterprise Precinct and Innovation Campus (EPIC). EPIC is an example of a high-value, collaborative business model.

Sharing space and operating in a collaborative environment, these businesses will form the nucleus for a thriving business in the Central City. EPIC meets the market need for temporary office space following the February earthquake to ensure business continuity, attract skilled workers and protect high growth and innovation focused small-to-medium enterprises in Christchurch.

A new modular campus is planned as stage two to foster high growth and innovation, promote business efficiency and develop collaborative business opportunities. The campus will have meeting rooms, printing services and quality of life facilities, such

as recreation rooms, crèches and cafés. This shared environment will help promote business efficiency, develop collaborative business opportunities and serve as an example of the quality of business life to be found in the redeveloped Central City.

The campus may be funded by a mix of private and public funding, potentially with the Council or central government. EPIC has numerous property developers and tenants interested in investing in this project. Government involvement in the project is essential to ensure it establishes an inspirational environment, affordable for New Zealand owned small-to-medium enterprises, and stimulates their growth within Christchurch.

The benefits of this development are twofold: in the first phase it protects existing businesses and employment and allows high-tech sectors to continue to grow. In the second phase it acts as a catalyst for high-growth potential businesses and presents an opportunity for Christchurch to position itself as the key high-tech employer in New Zealand. This will help Christchurch attract a skilled international workforce and retain local graduates.

### Shared business campus project

**Where:** Stage 1 on the former Para Rubber site, Tuam Street; Stage 2, being investigated

**When:** Stage 1 by February 2012; Stage 2 by 2015

**Who:** EPIC Christchurch Ltd, in conjunction with the Christchurch City Council (providing the land) and central government (funding the buildings)

**Cost:** \$200,000 for Christchurch City Council

## Smart city

*The roll-out of high-speed broadband within the Central City will not only assist economic growth in the Central City but also help with the establishment of larger high-tech and education sectors, the new technology providing the innovation to create a smarter, more interactive Central City.*

Free wireless hot-spots throughout the Central City will be a feature of the Smart City project which will position Christchurch at the forefront of global telecommunications technology.

This infrastructure will provide the platform for a series of smart city initiatives and tools, for example smart phones and applications, smart cards and smart infrastructure.

In response to strong public support, the Council will commit to working with Enable, the Council's broadband company, to ensure free WiFi is provided to help identify Christchurch as a forward-looking, business-friendly, high-tech city.

Enable will work in partnership with the Government's Ultra Fast Broadband initiative to provide Christchurch with a world-class and reliable broadband network to enable knowledge economy-led economic growth and social mobility.

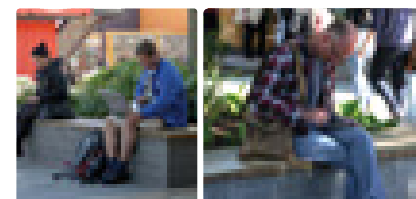
This broadband network will provide high performance and reliability and create a sustainable competitive advantage for Christchurch.

Internet access for homes and businesses up to 100 times faster than today will provide new opportunities for smart technology and create a digital city to develop new business, commercial and educational services.

Continued investment in broadband infrastructure in Christchurch builds on the Council's commitment to invest in building a world-class broadband network for Christchurch businesses and schools.

This broadband infrastructure will be the catalyst for realising new opportunities using smart technology and for creating a digital city. Domestic and international businesses expect this level of connectivity. Bringing Christchurch and New Zealand up to a first-tier international standard is a transformational opportunity, enabling many sectors of the economy to develop business, commercial and educational services in ways that have not been previously possible.

Completion of the network will enable the market to offer free public wireless hot-spots and combined electricity and fibre systems in the city. This will position Christchurch at the forefront of global telecommunications technology and has the potential to enhance business, tourism and living environments and contribute positively to international perceptions of the city, its competitiveness and its attractiveness as a place to be.



### Smart city project

**Where:** Ultra-fast broadband will be rolled out through the Central City providing the platform for smart city initiatives

**When:** 2012 temporary free WiFi delivered by private partners; 2012 and beyond, broadband and systems upgrades

**Who:** Enable Networks, with private partners, e.g. Telecom, Trade Me, delivering/sponsoring broadband-based services

No cost to Christchurch City Council

## Attracting visitors

### *Tourism will play a key role in restoring economic prosperity to Christchurch's Central City.*

*Post-earthquake interest in Christchurch provides a short-term drawcard to attract visitors.*

As the visitor gateway to the South Island, and one of the country's major visitor destinations, Christchurch provides significant economic benefits to the tourism industry and the South Island as a whole.

Tourism represents 8 per cent of the regional GDP and 11 per cent of its employment. Before the earthquakes, there were 228 guest facilities in Christchurch which accommodated 1.8 million guests annually, who spent more than \$2.7 billion in Canterbury.

Infrastructure to support tourism, such as new accommodation facilities, re-establishing hospitality venues, reinstating as many of our heritage buildings as possible and developing new attractions, must be a top priority for Christchurch as it begins to redevelop the Central City. The city relies on visitors to provide employment opportunities and help promote strong business growth.

Bringing Ngāi Tahu culture to life in the city will be another platform to enhance the visitor experience in Christchurch, and Ngāi Tahu will provide leadership for this effort.

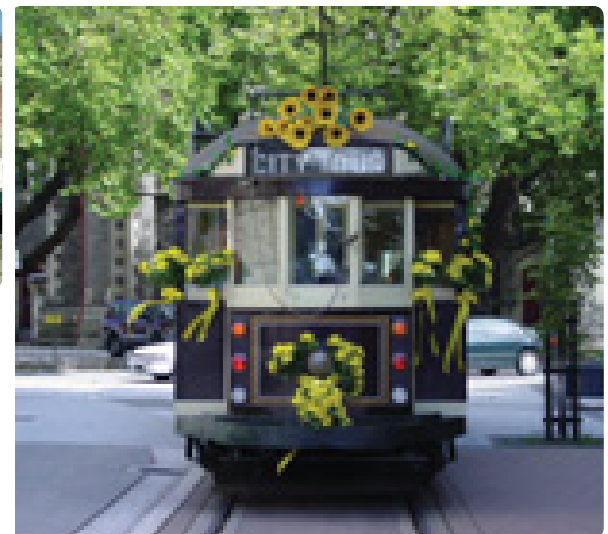
**Christchurch & Canterbury Tourism**  
Christchurch & Canterbury Tourism (CCT) is the Council-funded agency promoting and marketing Christchurch as a visitor destination. Council has worked with CCT to help establish key visitor infrastructure, such as the temporary visitor information centre, and in the longer term is committed to continued co-ordination of the tourism marketing activities of CCT with Council events and promotions.

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*“Think about tourism!  
It's a key industry.”*

Anna, Linwood

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*The Christchurch Art Gallery (top), Arts Centre (above) and Heritage tram (right) have all contributed to the visitor experience in Christchurch.*

## Convention Centre

*A world-class convention centre in the heart of the Central City is critical for Christchurch's economic recovery and will enable the city to regain its strong position in the conventions market.*

Council is committed to redeveloping the Christchurch Convention Centre, as the venue is critical to the redevelopment of the Central City and the key project to drive tourism and hospitality activity in the Central City. Conferences at the Christchurch Convention Centre attracted almost one-third of the Australian and New Zealand conventions market, bringing to the city business and visitors.

The development of a world-class convention centre will enable Christchurch to target new markets which it cannot currently accommodate with existing facilities. There is significant potential for the city to economically benefit from the untapped tourism shoulder season and low-season travel.

The Council will use the opportunity redevelopment of the Central City provides to further investigate its business case for a larger Convention Centre and will seek central government support for this initiative.

If the Convention Centre is relocated, the preference would be for the new location to reinforce the compact CBD.

Work on a new Convention Centre will begin immediately, recognising the long lead time of two to four years required to attract conventions.

The process will initially involve working with stakeholders to develop criteria for the selection of a preferred site for the Convention Centre. The criteria will guide the site selection process, which will be followed by detailed project planning.

*“A bigger and better Convention Centre. This is a great opportunity for Christchurch to increase revenue from conferences and corporate events.”*

Jane, Lyttelton

### Convention Centre project

**Where:** Depending on the condition of the adjacent Town Hall, alternative locations that better integrate with the rest of the city will be explored

**When:** 2014 to 2017

**Who:** Christchurch City Council, with central government funding

**Cost:** \$210 million including land



*Above: A new Christchurch Convention Centre is critical for Christchurch's recovery.*

## Visitor Information Centre

*The economic benefits to Christchurch from tourism are significant. Attracting people, and in particular visitors, to the Central City is a critical component of the Market City chapter.*

It is important to recognise the role Christchurch plays as the major visitor gateway for the South Island, and nationally, as a major tourist destination. Council will work with Christchurch and Canterbury Tourism (CCT) to provide the tourism infrastructure to attract tourism back to the Central City.

The initial project is to provide an appropriate visitor information centre within the Central City as a hub to attract tourism.

Given the need to transition from a temporary to a permanent solution over time, the Council have approved a temporary short-term visitor information centre facility in the Botanic Gardens by the Canterbury Museum.

The information centre provides an immediate focal point for visitors and gives the visitor industry a base until a permanent location and facility can be established. Council will work with CCT as the city and the tourism market redevelops to ensure a permanent visitor centre location is identified.

Council will also continue to work with CCT to re-establish tourist coach and shuttle parking and drop-off areas to provide easy access for visitors to and from the Central City.



*Above: Maps and way-finding information will be provided to assist residents and visitors with orientation around the redeveloping Central City.*

### Visitor Information Centre project

**Where:** A temporary visitor centre is now located in the Botanic Gardens adjacent to the Canterbury Museum; the preferred long-term location for the facility is in Cathedral Square

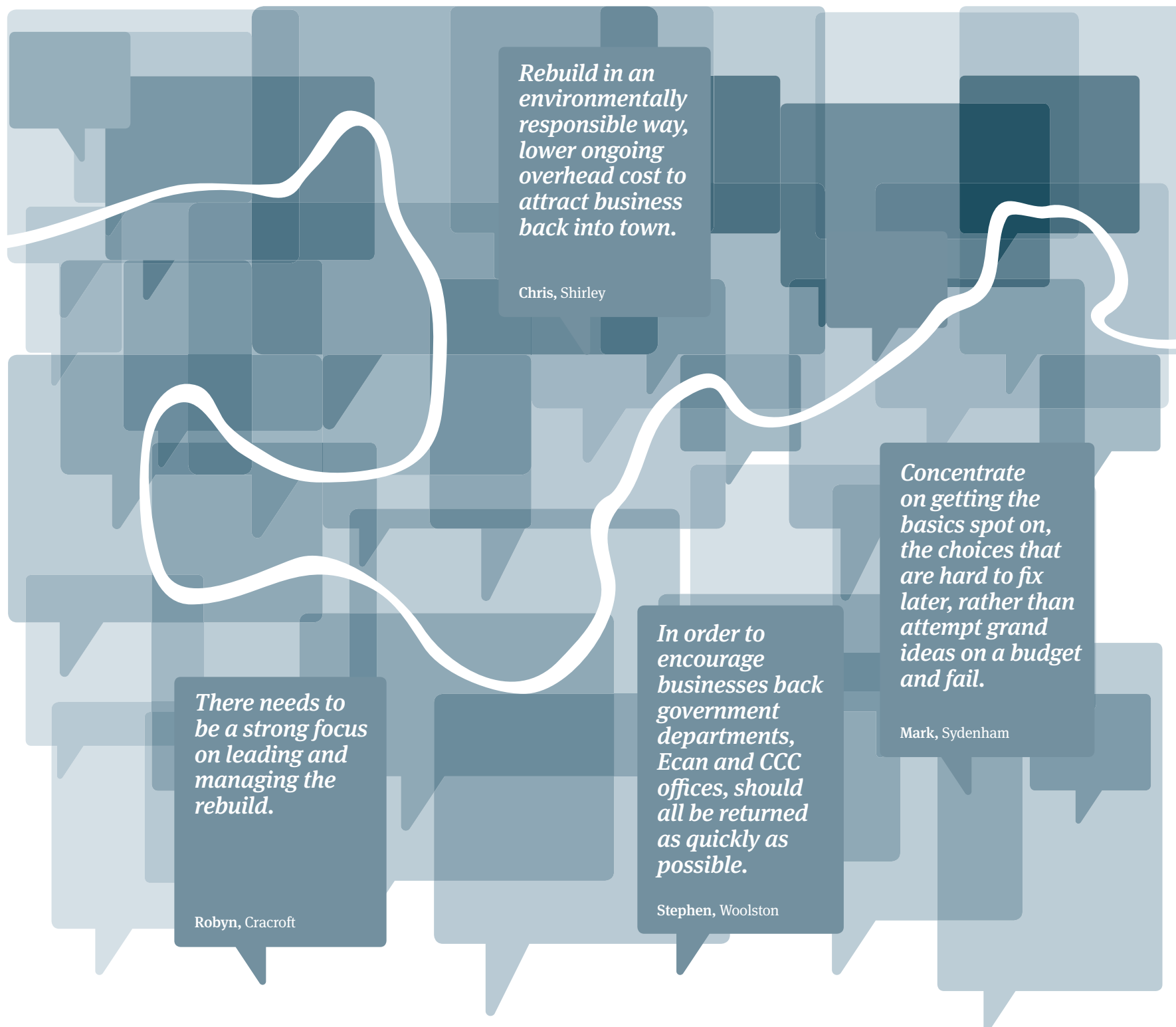
**When:** 2011/2012

**Who:** Christchurch City Council will work with CCT to re-establish its permanent visitor information centre in the Central City

**Cost:** Ongoing funding in existing budgets

# Implementation

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# Introduction

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*Rebuilding the most damaged parts of the Central City will be a complex, challenging and lengthy process. This plan describes a multi-layered vision for what is to be achieved during the next 10 years and beyond to rebuild the city, recover business activity and enable it to achieve its future potential. The Council is only one player when it comes to implementation.*

## ***Implementation through partnerships***

The Central City Plan will be achieved through partnerships, both existing and those yet to be formed. International experience, such as the terrorist bombings in Manchester in 1996 and the 1989 Loma Prieta earthquake in San Francisco, has shown it is critical to have a shared vision, shared commitment and shared ownership of a plan such as the Central City Plan. This requires a high level of communication and information sharing. The Council can help to make this happen in the Central City. The Central City Plan is a blueprint for what we all need to do.

Key partners include CERA, Ngāi Tahu, ECan, central government, property owners, businesses, the international investment community, the alliance of contractors rebuilding the city's infrastructure, utility service providers and residents. Each has a critical role to play. The insurance industry and EQC are also key stakeholders.

The Council is open to working collaboratively with the private sector and/or central government. The success of redeveloping the Central City relies heavily on private sector investment and the replacement of a large proportion of the buildings. The insurance industry has a key role in this process, facilitating the quick settlement of claims to enable the rebuild to begin. Many of the projects in the Central City Plan are public investment in infrastructure and facilities that will be partly funded through insurance.

## ***A plan of projects***

Each chapter in this Plan has identified a number of key projects and actions that need to be undertaken to redevelop the Central City and make Christchurch a strong, resilient and vibrant place again. This chapter brings all these projects together, to provide a comprehensive summary of how the Central City Plan will be implemented – what needs to be done, when it has to be done and how it will be done.

Significant damage has occurred to the built environment, both to infrastructure and buildings. This Plan identifies opportunities to enhance infrastructure and provide a new generation of buildings that will be safe and resilient, and enable Christchurch to be one of the most liveable cities in New Zealand.

A detailed geotechnical investigation of the Central City has been completed. Detailed and comprehensive site specific ground investigations and geotechnical assessments, conducted by suitably qualified and experienced geotechnical specialists, will be required on a site specific basis. Sites will also need to comply with any new requirements established under the Building Code.

# Funding

*Funding to implement the Central City Plan will come from a variety of sources. The private sector will be a critical partner both in terms of property development, and as tenants and occupiers of new and existing buildings. Investment in privately funded construction needs to parallel that of public investment in infrastructure and facilities, such as Council projects and redevelopment of Christchurch Hospital.*

Utilities responsible for power, telecommunications, gas and fuel supply have their own recovery needs and will be responsible for funding these works. Coordination of these activities with that of Council will be essential.

Some of the projects will require private public partnership or joint involvement with the Council and other agencies, while others will act as a catalyst for ongoing investment or action by the private sector or other agencies.

The projects in the final Central City Plan will be prioritised and included in the Council's next and ongoing Long-Term Plans and Annual Plans for funding consideration.

Depending on the availability of additional funding from external sources, there will be an impact on the Council's level of borrowing and rate increases which will be set through the Long-Term Plan process.

If additional funding is provided from central government or other sources, the Council may look to implement some projects earlier, with limited additional impact on Council borrowing or rates.

There is a risk that insufficient funding will be provided, thereby delaying or extending the proposed work programme. However, a programme of this nature allows for opportunities to improve scale of economies to deliver the Plan. Should opportunities arise through market activity or other parties, such as central government or the private sector, the programme of works needs to be flexible to allow for changes in funding allocation.

Further work will need to be carried out on a number of the projects to ensure the cost estimates are robust and allow the projects to be completed as planned. While some projects are new, others provide for the reconstruction or replacement of damaged infrastructure, buildings and other assets.

The "base case" for Council funding is the repair and reconstruction of damaged assets and property. Beyond that, the projects have been prioritised using key criteria such as their contribution to achieving the overall goal of helping with the recovery of the Central City, achieving the aspirational targets and alignment with the five guiding principles.

There will be changes from the current LTP. For example, much of the capital expenditure in the Central City in the 2010/11 and 2011/12 financial years has been deferred for at least one year. Other projects may be withdrawn in the 2012/13

Annual Plan and subsequent LTPs where they are being replaced by new projects in this plan or are no longer considered appropriate.

Conceptual Project Implementation Plans have been prepared for all projects that include a project description, stakeholders, cost summary and international and national best practice analysis. Refer to Appendix P.

Funding for Council projects is expected to come from a variety of sources as shown in table 1. Insurance payments are anticipated for damaged Council buildings and infrastructure.

*Table 1 Significant funding Providers:*

<b>Private Investment</b>
Insurance
Utilities
Existing investors
New investors
<b>Christchurch City Council</b>
Infrastructure and facilities rebuild
Council-owned companies
Council Annual and Long Term Plans (rates/borrow)
<b>Central Government</b>
Central government
New Zealand Transport Agency
<b>Other specifically identified funding institutions</b>
Department of Internal Affairs (Library)
Canterbury Earthquake Heritage Building Fund
Christchurch Earthquake Mayoral Relief Fund
The Christchurch Earthquake Appeal Trust
SPARC - ihi Aotearoa - Sport and Recreation New Zealand

## Summary of projects

The following table provides a summary of how the total programme proposed in the plan is expected to be implemented over each of three staging periods. All

Council projects in the final Central City Plan will be prioritised and included in the Council's Long-Term Plans for funding consideration.

Chapter	CCP Project	Project Cost \$m	Lead Agency	Implementation method	LTP 2012/22	LTP 2015/25	LTP 2018/28	LTP 2021/31
Transitional City	<b>Transitional City</b>	\$15.4	CCC					
Remembering	Earthquake memorial	\$8.0	CCC	Capital project inc land purchase				
	EPI-Centre	\$78.0	CCC	Capital project inc land purchase		A	B	
	Interpretation multimedia and self-directed	\$4.1	CCC	Seek partnership funding				
	Remembrance anniversaries	\$0.0	CCC	Seek partnership funding				
Green City	Papawai Ōtakaro	\$40.5	CCC	Capital project				
	Greening Cathedral Square	\$12.8	CCC	Capital project				
	Latimer and Cranmer squares	\$2.0	CCC	Capital project				
	<b>Central City parks:</b>							
	Central City greenway	\$29.0	CCC	Capital project				
	Community gardens	\$0.3	CCC	Capital project				
	Family-friendly parks	\$5.4	CCC	Capital project				
	Pocket parks	\$3.8	CCC	Capital project				
	Eco streets	\$15.5	CCC	Capital project				
	Greening the roof	\$10.0	CCC/ Private	Work with private sector				
	District heating/cooling	\$42.0	CAFE/ Private	Work with private sector		A	B	
	Green technologies	\$4.7	CCC	Development of tools and incentives plus pilot projects				
Distinctive City	Familiar landmarks, post-earthquake heritage conservation, adaptive reuse, retention and reuse of materials, façade retention, height and human scale and strengthening the grid	\$27.7	CCC	Promotion, retention where possible, Heritage Incentive Grant, interpretation plan Provision of information and good practice advice, guidelines and policies, review City Plan provisions				
	Good urban design	\$3.0	CCC	Promotion and design guidance				
	Blocks, lanes and courtyards	\$49.0	CCC	Capital work	A B			
	Precincts	\$2.25	CCC	Define precincts and centres, apply planning mechanisms				

\* Refer to costing notes

# Summary of projects

Chapter	CCP Project	Project Cost \$m	Lead Agency	Implementation method	LTP 2012/22	LTP 2015/25	LTP 2018/28	LTP 2021/31
City Life	Metropolitan Sports Facility	\$280.0	CCC	Capital work	A	B		
	<b>Learning in the city:</b>							
	New Central Library	\$115.0	CCC	Capital work	A		B	
	Education choice	\$0.15	CCC	Collaboration				
	Tertiary education	\$0.45	CCC	Collaboration				
	<b>Art in the city:</b>							
	Community performance and rehearsal facilities	\$24.5	CCC	Capital project				
	Arts and crafts studio assistance	\$4.84	CCC	Capital project				
	The Court Theatre	\$42.0	CCC	Capital project				
	Public arts network	\$2.7	CCC	Capital project				
	Central playground	\$10.8	CCC	Capital project				
	<b>A place for everyone:</b>							
	Lighting in the city	\$24.0	CCC	Capital project plus Events				
	Safety through design	\$0.45	CCC	Promote safety				
	Christchurch Community House	\$0.0	CCC	Continuation of support				
	<b>Living in the city:</b>							
	Residential incentives	\$17.9	CCC	DC rebate plus home buyers assistance				
	Social housing	\$0.3	CCC	Capital project				
	Affordable housing	\$14.0	CCC	New Housing Agency				
	Neighbourhood centres and initiatives	\$2.9	CCC	Capital project plus community support				
Housing showcase	\$0.6	CCC	Collaborative partnership					
Transport Choice	<b>Streets for people:</b>							
	Slow core	\$71.0	CCC	Capital work	A B			
	Main streets	\$58.0	CCC	Capital work plus travel management	A B			
	Streets for cycling	\$22.0	CCC	Capital work				
	<b>People on public transport:</b>							
	Buses and street stations	\$48.7	CCC	Capital work plus investigations	A B			
	<b>Commuter rail:</b>							
	Network study	\$2.0	CCC	Joint investigation	A B			
	Stage 1 detailed study	\$2.0	CCC	Joint investigation		A		
	Stage 1 implementation	\$400.0	CCC	Capital work inc land protection			B	A
	<b>People in cars:</b>							
	Enhancing the Avenues	\$60.0	CCC	Capital and renewal work	A B			
	One-way to two-way	\$91.0	CCC	Capital and renewal work	A B			
	Parking and service vehicles	\$72.9	CCC	Capital and renewal work	A B			
Wayfinding	\$8.0	CCC	Capital work	A B				

\* Refer to costing notes



Chapter	CCP Project	Project Cost \$m	Lead Agency	Implementation method	LTP 2012/22	LTP 2015/25	LTP 2018/28	LTP 2021/31
Market City	<b>Compact CBD:</b>							
	Incentives	\$38.1	CCC / Crown	Grants and bank underwrites	A			
	Comprehensive land redevelopment	\$7.6	CCC	Work with private sector	B			
	Free parking and buses	\$3.0	CCC	Reduce fees				
	<b>Retail Strategy:</b>							
	Covered market	\$4.2	CCC	Construct facility and work with private sector				
	International quarter	\$3.6	CCC	Work with private sector plus capital work	A			
					B			
	<b>Future employment:</b>							
	Hospital redevelopment	\$0.0	CDHB	Health sector led				
	Shared business campus	\$0.2	Private sector	Work with private sector				
	Smart city	\$0.0	Enable Networks Ltd	Work with Enable and private sector				
	<b>Attracting visitors:</b>							
	Convention centre	\$210.0	CCC	Capital work				
	Visitor information centre	\$0.0	C&CT	Provide temporary facility				
<b>TOTAL CCP PROJECTS (EXCLUDE RAIL)</b>		\$1,596.3			\$743.1	\$1,033.6		
<b>TOTAL CCP PROJECTS (INCLUDE RAIL)</b>		\$1,996.3			\$743.1	\$1,033.6		
<b>Repairs and Reconstruction</b>								
	CCC's Alliance Works	\$239.3	CCC	Alliance				
	CCC's Non-Alliance Works	\$203.8	CCC					
	<b>Total Repairs and Reconstruction</b>	\$443.1			\$179.3	\$179.3		

#### \* Costing Notes

- Project Costs are estimated in 2011 dollars. No allowance is made for inflation, as this is taken into account in the Council's budget processes.
- Project Costs for projects led by others, such as the Hospital redevelopment and Smart City, are excluded unless a CCC role requires funding.
- CCC led projects with zero cost shown will be delivered within existing resources.
- Capital rebuilding projects such as the Convention Centre, Central Library and Alliance infrastructure repairs and reconstruction will be partly funded by insurance.
- Partners and support agencies include Central Government, NZTA, CERA, Ngāi Tahu, ECan, banking sector, health agencies, education institutions, commercial building sector, property developers, NZ Green Building Council, infrastructure providers, KiwiRail, SPARC, Sport Canterbury, Academy of Sport, Selwyn District Council and Waimakariri District Council.
- CCC's Alliance Works include roads, bridges, water supply, wastewater and stormwater networks.
- CCC's Non Alliance Works include Avon River works, CCC buildings, Parks and Open Spaces.
- Excluded from the Non Alliance total are buildings such as the Convention Centre, Central Library, Centennial Pool, Parking Buildings which are provided for above.
- Costs estimates are based on best information known at date of production and will be developed as project information is further defined.
- Operational and maintenance costs are not included in the above project costs. Projects with ongoing operational and maintenance expenditures will be allocated against city wide operational budgets, through the Long-Term Plan process.

#### Project phases

- Planning and design
- Construction/Commission
- A Faster implementation
- B Slower implementation

# Staging Overview

While many projects have significant capital costs, others involve actions that the Council can undertake, such as facilitating or leading an initiative on behalf of other stakeholders and business or community interests.

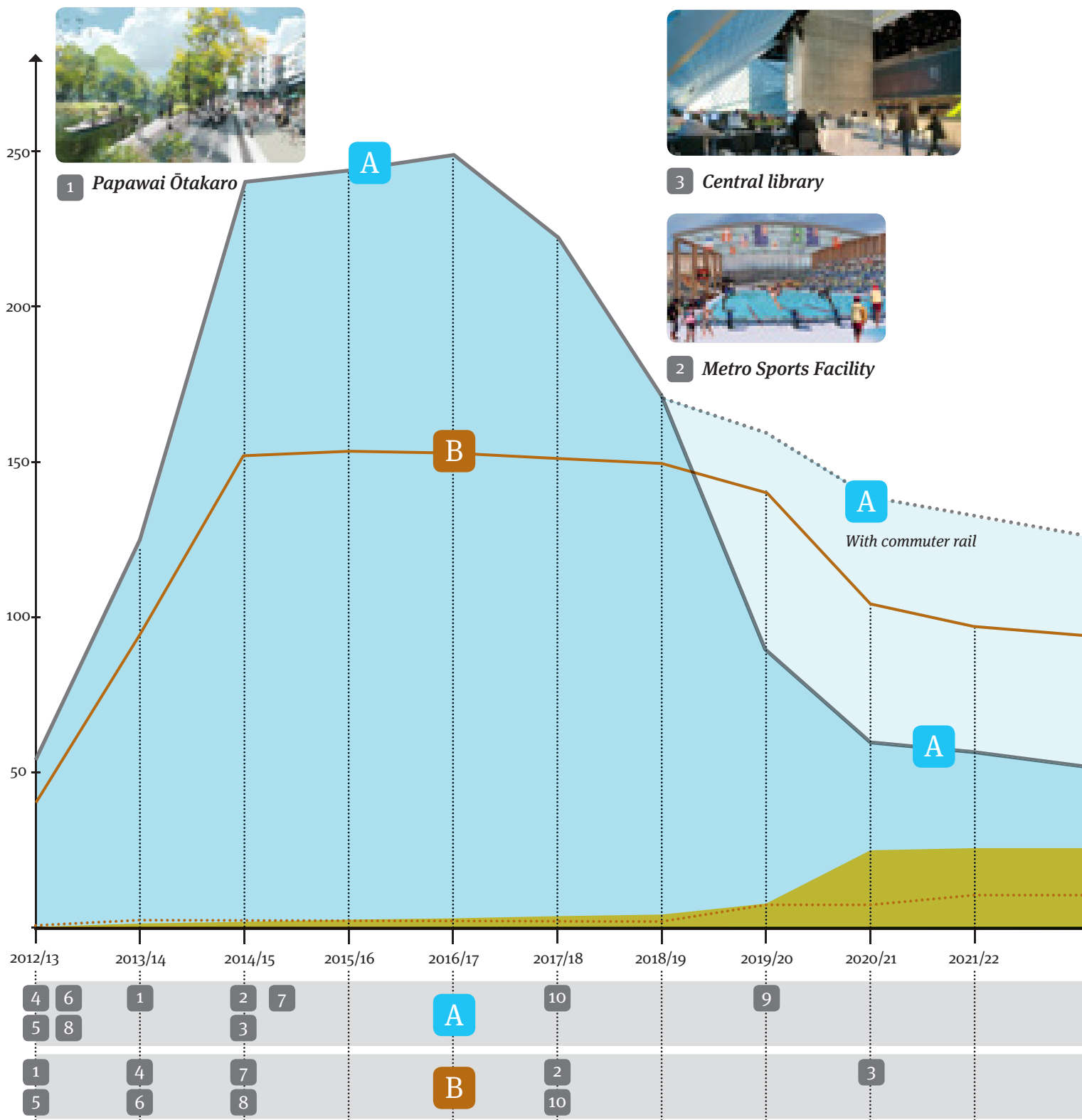
Central government through CERA, and other departments and ministries, Environment Canterbury and Ngāi Tahu are partners with the Council in the implementation of the Plan. Each will work with both the community and organisations on the successful completion of their own projects, such as the Canterbury District Health Board and the redevelopment of Christchurch Hospital, to help with the recovery of the Central City. Such projects have a close relationship with the spatial plan for the city, for instance, the redevelopment of Christchurch Hospital supports a defined health precinct.

The programme identifies the lead agency involved in each project, and the means by which each project will be implemented. For example, the development of the new Metropolitan Sports hub will be implemented as a Council project, with the involvement of key stakeholders, such as Sport Canterbury. Other initiatives will be implemented in other ways, such as through *Proposed Changes to the Operative District Plan and Global Stormwater Consent*. All Council projects will be subject to the Long Term Plan requirements.

Opportunities will be taken where major repairs or reconstruction are required with important Council-owned buildings and facilities in the Central City, such as the Central Library, Town Hall and Convention Centre, to review the activities of the facility and its location.

Heritage buildings are owned both by the Council and the private sector. Additional funding to cover the cost of strengthening buildings to be repaired may be provided from heritage incentive grants and the Canterbury Earthquake Heritage Building Fund.

The programme also includes the reconstruction of damaged infrastructure, Council facilities and other assets, much of which will need to be coordinated with the new projects.





5 Transitional City



6 Market Incentives



7 Convention Centre



8 Blocks, Lanes and Courtyards



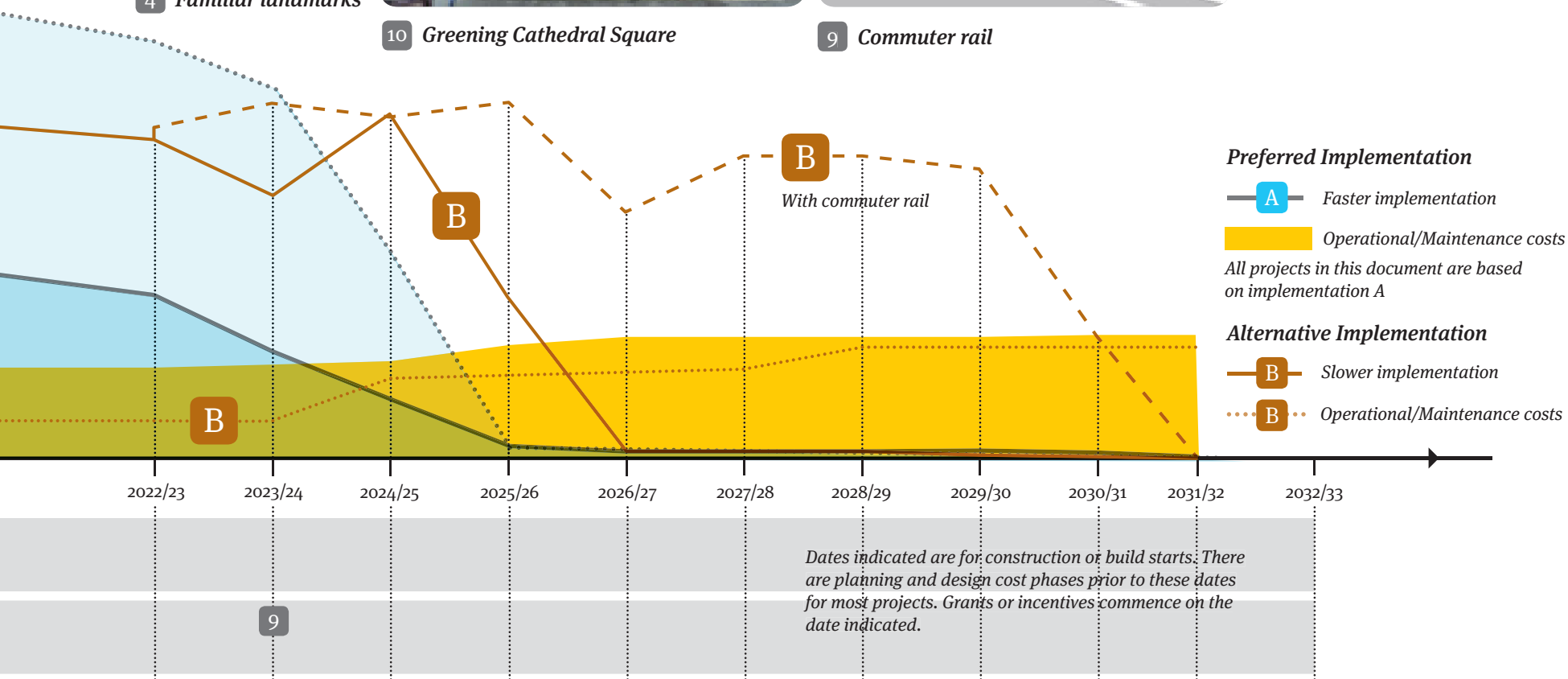
4 Familiar landmarks



10 Greening Cathedral Square



9 Commuter rail



# Monitoring and review

## Approach to Monitoring

Monitoring and review processes for the Central City Plan are outlined in the diagram below. There are four key processes:

1. Outcomes Monitoring
2. Tracking of Outputs or Actions
3. Reporting
4. Evaluation and Review

This approach will provide an understanding of what will be achieved with successful implementation of the Plan, and how far the city is from achieving these results. It will also show which outputs identified in the Plan have been completed, and what effect these have had on achieving the outcomes of the Plan. This will also help determine whether the programme of projects and outputs need to be updated.

## Outcomes Monitoring

The Plan lists a range of targets or outcomes. These articulate the desired end result of implementing the Plan. The Central City Plan monitoring programme will focus on the key outcomes across all the chapters. The key outcomes and targets are listed in Table 3 Targets and Measures. Measures have been identified for each outcome. Examples of measures are also shown in Table 3 Targets and Measures. There will need to be some additional survey programmes developed to provide information on some of the measures. This monitoring will align with the Council's Community Outcomes Monitoring Programme and the Big Cities Quality of Life Report.

Central City Plan monitoring and review process chart:

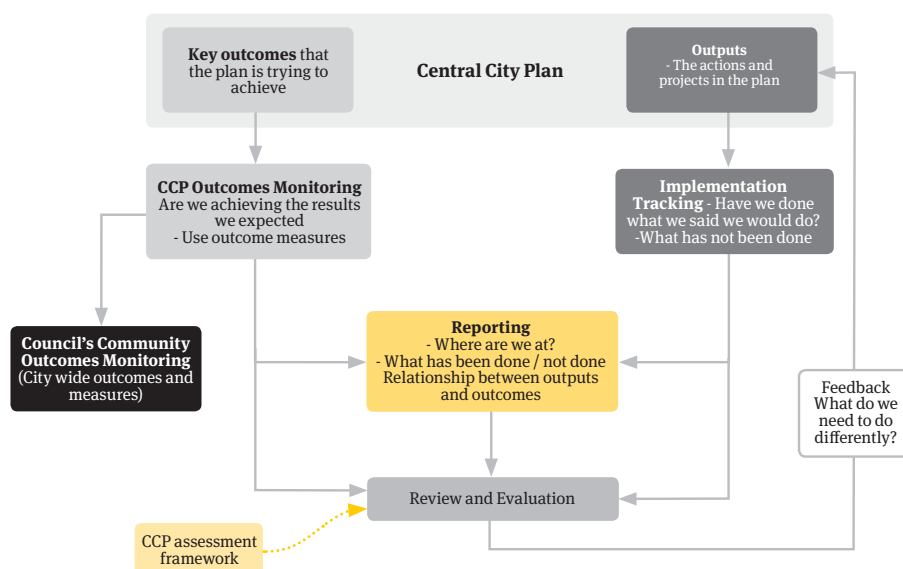


Table 3 Targets and Measures

Key Outcome Statement and Targets	Examples of measures for each target
<b>Central City is used by a wide range of people and for an increasing range of activities</b>	
The Central City is a key family destination	Perception of range of family orientated activities and destinations available in the Central City
The Central City attracts a wide range of people	Pedestrian counts and staying activities by demographic groups
The Central City attracts and celebrates cultural diversity	Number and type of activities that appeal to different cultural and ethnic groups
More tourists visit and stay in the Central City	Visitor nights in Central City
<b>The Central City is a vibrant and prosperous business centre</b>	
Employment in the Central City exceeds pre-earthquake levels	Number of employees in the Central City by industry group
The Central City has a diverse range of employment	Range of employment by Industry type
Development in the Central City exceeds pre-earthquake levels	Consents for new buildings and demolitions by type
A range of compatible land use mixes with minimal conflicts between activities	Concentrations of compatible and less compatible land uses
A high proportion of new retail and commercial buildings with active frontages	Proportion of active frontages in new developments
The Central City has the greatest concentration of retail, office and residential activity in Greater Christchurch	Proportion of employment compared with other centres
The Central City has a higher proportion of high income jobs than other commercial areas in the City	Incomes by worker location
<b>The Central City has a distinctive character and identity</b>	
Remaining heritage buildings and spaces in the Central City are restored and used	Number and proportion of heritage buildings being used, cordoned or in ruins
The cultural values of Ngāi Tahu are recognised and celebrated in the Central City	Ngāi Tahu are satisfied with the recognition of its cultural values in the Central City
Existing and new open spaces in the Central City are vibrant and popular	Workers, residents and visitors perceptions of key open spaces
The Central City is a top cultural, entertainment and recreational destination	Number, proportion and use of metropolitan facilities and attractions in the Central City
Metropolitan services are located within the Central City	Proportion of metropolitan community services in the Central City
The Avon River/Ōtakaro corridor is a key part of the identity of the Central City	People identify the river as a key element of the city

<i>Key Outcome Statement and Targets</i>	<i>Examples of measures for each target</i>
<b>Open space, streets and buildings enhance the look and function of the Central City</b>	
People love the appearance of the Central City	Satisfaction with the appearance, quality and function of the Central City's public places and buildings
The Central City has increased access, connectivity and legibility for all users	Walking times between key locations
Increased opportunities for active and passive activity in public spaces	Amount of passive and active activity within Central City
Every street in the Central City incorporates green infrastructure, such as rain gardens and plantings	Number and proportion of streets with green infrastructure
<b>More people, including families, live in the Central City</b>	
The Central City has 10,000 households including families by 2030	Total number of households by type
There is an increased range and choice of housing in the Central City	Number, type and price of residential dwellings in Central City
<b>People are safe in the Central City</b>	
People feel safe in the Central City	Crime and injury rates in the Central City
Transport safety in the Central City is improved, especially for walkers and cyclists	Ratio of crash and injury rates per user per mode
<b>Residential neighbourhoods are attractive and are designed to meet the needs of the community</b>	
Residents are satisfied with the appearance and function of residential areas	Satisfaction with appearance, facilities and function of residential areas
<b>People have equitable access to parks, open space, recreation facilities and libraries</b>	
Central City residents and workers can access a wide range of services and connect within local neighbourhoods	Number and use of local recreation and community facilities and services
The amount of open space in the Central City doubles and is within five minute walk of residents and workers	Proportion of workers and residents within five-minute walk of green space
<b>Increased proportion of journeys are made by walking, cycle and public transport</b>	
Increased use of walking, cycling and public transport for trips to and within the Central City	Pedestrian, cycle counts and public transport patronage figures

<i>Key Outcome Statement and Targets</i>	<i>Examples of measures for each target</i>
<b>A greater proportion of energy used is from renewable sources, and energy and water is used more efficiently and sustainably.</b>	
1000 new buildings have a GreenStar or "green light" rating	Number of new buildings with an independent green rating
<b>Important ecosystems in the Central City are protected and enhanced</b>	
Enhanced ecological health and cultural health of Avon River/Ōtakaro	Ngāi Tahu state of the Takiwa monitoring tool
Biodiversity in the Central City is enhanced, especially indigenous birdlife and vegetation	Kererū (wood pigeon), Korimako (bellbird), Kōkō (tui) and Kākāriki (parrot) numbers in the Central City



## Monitoring and review

### **Tracking of implementation/ actions**

Actions and projects identified in the Plan need to be tracked to enable reporting on the progress of the Plan. Systems will be adopted or developed to enable this to be done in a coordinated, efficient and consistent way. This system will provide the following information:

- Links between outputs (actions projects) and key outcomes
- The status of the project
- Key output milestones
- An assessment of the quality of the final output
- Proposed and actual costs

### **Reporting**

There are two primary audiences for reporting: the decision-makers on the Plan and the general public.

Reporting for these two audiences is different in the level of detail and analysis required. Reporting for decision-makers will include:

- Progress towards achieving the desired outcome
- Progress on the delivery of projects and other outputs
- Any unforeseen pressures or influences that have impacted on the delivery of the Plan
- Recommendations on the areas where review or evaluations are required
- Results from the review and evaluation processes

For the general public, reporting will be focused on key messages from the outcomes monitoring and the implementation tracking, as well as any changes to the Plan. This will provide the public with a summary of whether the Plan is on track to achieve its desired outcomes and progress on projects.

### **Review and Evaluation of the Plan**

The Plan will be reviewed six monthly from when it is signed off by the Minister for Earthquake Recovery. This will enable it to be adapted to reflect the potentially rapidly changing environment of the Central City. Review will need to take into account the points addressed in the reporting section above. This will enable the Plan to be a living document that is updated as and when required.

*Table 4 Review Dates*

<i>Year</i>	<i>June</i>	<i>December</i>
2012	Informs 2013 LTP processes	Informs Annual Plan
2013	2013 LTP released	Informs Annual Plan
2014	Informs 2015 LTP processes	Informs Annual Plan
2015	2015 LTP released	Informs Annual Plan
2016	Governance Review	Informs Annual Plan
<b>CERA Legislation Finishes</b>		
2017	Informs 2018 LTP process	Informs Annual Plan
2018	2018 LTP released	Informs Annual Plan

Evaluation of significant projects or groups of projects needs to be undertaken to inform the review processes. Evaluation can be either focused on an individual project, if it is a major project, or groups of projects based around an outcome or group of outcomes. What gets evaluated depends on the relationship between the outputs and the delivery of the outcomes. More effort should be focused on those areas of the Plan that are not achieving the desired outcomes.

### **Project Prioritisation and Better Business Cases**

One of the key success factors for the Central City Plan will be ensuring that projects are undertaken in the correct order, and that they receive buy-in at the local and central government level.

Central government – through the Infrastructure Group at Treasury – has indicated that they require the use of their Better Business Cases (BBC) process for projects that will seek central government funding. Central Government requires this consistent approach so that they can evaluate competing demands on funding from the various recovery plans and from national infrastructure investment more broadly.

The Council has begun working with the Treasury on the first stage of this BBC process which is developing an Investment Logic Map (ILM). The ILM will help Council demonstrate that the proposed projects in the Plan deliver the strategic outcomes necessary for a strong recovery.

As part of the broader project BBC process, and to assist with its own decision-making processes, the Council is undertaking a Multi-Criteria Analysis which also provides a prioritisation of projects. These two approaches will be combined to form the first stage of a programme-level Better Business Case for the Central City Plan.

Once the ILM and MCA are finalised, the outcomes will be provided to the Council and Minister for Earthquake Recovery in early 2012. Council will then have a chance to consider the implications of this strategic alignment work, and may choose to use it to inform the development of the Council's Long-Term Plan.

# Incentives programme

## Description

Incentives will be delivered to commercial real estate developers and business tenants to stimulate business activity and commercial development in the Central City/CBD. The table below outlines these incentives and the issues the programme will aim to address.

Table 5 - Issues and incentives commercial development

Issue	Incentive
Business relocation and employee attraction	Per-employee grant
Development Contribution Costs	Development Contributions Rebate/Grant (Commercial)
Consenting times/fees	Priority consent for the avenues Development

Public and business consultation have identified these issues as critical to stimulating a self-sustaining development. These incentives are primarily aimed at renewing demand for Central City property, and making it easy for businesses and their employees to relocate to the area. It is also aimed at ensuring business continuity and operation during periods of financial stress associated with the relocation. Each incentive is directed at addressing a specific issue. These have been tested with the business and property community and were seen as effective mechanisms to help deliver Central City growth. Modelling

has also suggested that these incentives will be significant enough to influence business location and investment decisions.

The full range of incentives will be available to most office-based businesses locating to the Compact CBD; most retail businesses locating to the Retail Priority Area; and most health-related businesses locating within the health precinct. In total, these incentives will serve to create an economic opportunity zone, similar to those overseas, directing and attracting development to the core of Christchurch.

## Commercial

Development and Reserve Contribution Rebates (Commercial)  
Development and Reserve Contribution rebates for commercial activity within the CBD are proposed. These currently cost about \$50 per square metre, and while the cost is relatively small compared to overall development costs, eliminating those costs from CBD developments will help stimulate the development community.

These will apply to most commercial development in the Central City.

Timing: The Development Contributions grant will last for five years from the time of adoption of this Plan and will apply to any consent lodged during that period. Council will consider a mechanism to enable retrospective application to avoid penalising early redevelopment. This will provide time to allow the development market to recover, and for Council to review its Development Contributions policy.

Costs: \$3.9 million in total over five years

Table 6: Per year costs of Development and Reserve Contributions rebates (\$m)

2012/13	2013/14	2014/15	2015/16	2016/17
\$0.195	\$0.39	\$0.975	\$1.365	\$0.975

## Per-employee grant

Repatriating businesses to Christchurch and attracting international tenants is key to Christchurch's recovery. Ensuring new developments have tenants is the quickest way to ensuring developers get access to development capital and is projected to take about three years, the target being reached by 2015.

Council will develop an appropriate incentive to attract tenants back to the Compact CBD. This incentive will be available until 20,000 retail and office employees have re-located to the Central City.

The continuation of these grants will be reviewed once 20,000 employees are located in the Compact CBD and health precinct, which is projected to take about three years, the target being reached by 2015.

Total cost to achieve 20,000 employees: \$27.3 million.

Table 7: Total cost of per-employee grant

Year	% Goal	Annual Cost
1	65%	\$14.8m
2	91%	\$9.4m
3	100%	\$3.1m

## Priority consenting

Developers are concerned about the length of time needed to obtain a building and/or resource consent. Since September, building consents are already being handled more quickly. New processes have been introduced to ensure faster assessment of building consent applications and parallel processing of applications ensures that information needs are identified quickly. In the future, all applications will be processed within 14 days.

Additional resources will be needed to ensure a high quality and efficient rebuild. If applications continue to increase, it may also become necessary to prioritise commercial development within the four avenues, especially for those developments that meet Build Green Christchurch standard or meet cluster and Compact CBD objectives. This will require a Council process change as well ensuring appropriate resourcing to handle the increase in applications.

Cost per year: Additional resources \$800,000 per annum for seven years, plus \$300,000 capex investment.

Total cost \$5.9 million over seven years.

## Retail incentives

Council will create a \$1 million discretionary grant fund to attract anchor retail or strategic boutique retail tenants to the Retail Priority Area

# Incentives programme

## Residential incentives

Attracting residents to the Central City is a key component of the Plan.

This programme will deliver incentives to residential real estate developers and potential home buyers in the Central City to stimulate new household growth. There will be two key incentives, outlined in the table below:

**Table 8: Issues and incentives - residential development**

Issue	Incentive
Developers have suggested that Development Contributions may be inhibiting multi-unit developments in the Central City	Development Contribution Rebate
Ability to secure finance to purchase a home in the Central City	Home Buyers Assistance

The public and stakeholders have identified these issues as critical to stimulating both the supply and demand for homes within the Central City. It is recognised that without a larger residential population within the Central City, it will not be a vibrant place and will not stimulate other activities that would normally follow residential growth.

Council is committed to developing amenities within the Central City to stimulate and support residential development.

## Development Contributions Rebate (DC's)

The incentive proposed is an interim grant/rebate which would offset the cost of development contributions for most development within the Central City. It would apply to all multi-unit residential development that meets certain minimum size requirements, and some simple, straightforward urban design criteria.

Developers have indicated this rebate will improve the profitability and attractiveness of Central City development. In addition, analysis of some stylised examples of Central City developments show that a functional elimination of development contributions would increase the potential profitability of apartments and make them financially competitive with traditional Greenfield development.

Likely costs are high for this rebate and are subject to a relatively fast restart of development.

Cost per year - four-year run-time (all applications lodged within first four years)

**Table 9 Development Contributions Residential Rebates**

Year	1	2	3	4
Cost(\$)	\$3.7m	\$3.9m	\$4.1m	\$4.3m

Cost over four years: \$16 M

## Central City Home Buyers Assistance

Home buyers face strict lending criteria in the Central City which can hinder the purchase of high density housing; banks require many Central City apartment and high-density home buyers to provide up to 50 per cent deposits to secure a mortgage.

The incentive programme for home buyers would focus on reducing the deposit requirements currently in place in the Central City. The early adopters of Central City housing provide the foundation for services and community development from which future residents will benefit. Early adopters of medium-high density housing take on substantial risk as the market is currently small and prices can be highly volatile. If the Council is to build the community it wants in the Central City, many residents need help to overcome the financial constraints that exist while this housing typology is still new.

The Council and/or central government could take on the role as mortgage underwriter for another traditional lender. Similar to developers' insurance, lenders mortgage insurance is the lowest-risk and most practical tool. An insurance product, similar to the Welcome Home Loan scheme, could be used to substantially reduce deposits for prospective Central City purchasers, enticing income rich, asset poor homeowners into the city.

Total Cost to Council: \$1.9 million over four years

**Table 10 Home Buyers Assistance Programme**

Year	1	2	3	4
Cost(\$)	\$0.4m	\$0.5m	\$0.5m	\$0.5m

Where: The core, south and east areas of Central City

Who: The Council and central government

Table 11 Incentives Application Summary

Location	Compact Core*	Retail priority area	Health precinct	Fringe	Rest of four avenues
Type of Business					
Office	✓ ✓	✓	✓	✓	✓
Retail	✓	✓ ✓ ✓	✓	✓	✓
Hospitality including hotels	✓ ✓	✓ ✓ ✓ ^	✓	✓	✓
Medical	✓	✓	✓ ✓	✓	✓
Other					

- ✓ Development Contributions Rebate
- ✓ Per-Employee Grant
- ✓ Retail Fund Incentive (by application)

\* Compact Core is the entire Compact CBD area, which includes part of the Retail Priority Area

^ Ancillary or adjunct to 'anchor' or large boutique development

# Infrastructure programmes

*Before many of the new projects, such as main streets and green spaces can be completed, the programme to reconstruct and repair damaged infrastructure and re-establishment of key services must be completed.*

Once baseline costs for this work are finalised, a coordinated recovery programme incorporating infrastructure recovery and development projects can be completed. Some new projects may need to wait until infrastructure is available.

### How the city works

To function effectively the city needs a wide range of services, provided either by Council or utilities as shown in the table below.

The Central City’s infrastructure has been developed progressively from the early days of settlement, which has defined the city as we know it today. Hagley Park, Cathedral Square, Victoria Square, the street layout within the Central City and its links to other locations are an important legacy for the city.

The infrastructure is largely located within public space (parks and roads), with the linear services - water, wastewater, power and telecommunications - lying underneath roads and footpaths.

While most of the networks are relatively stable, two are expanding throughout the Central City - Enable Network’s fibre-optic system to support the government’s Ultra Fast Broadband roll-out and Contact Energy’s reticulated LPG network which has been growing steadily for several years to meet customer needs.

Potentially, a new reticulation network - piped water heating - could also be developed in the city.

There is a high level of interdependency between network services, for instance, wastewater pumping stations, traffic signals and street lights all require electricity to operate, and many also need telecommunication networks for control purposes.

Some of the networks are modern, such as fibre-optic telecommunication cables, while others are old and nearing the end of their useful lives. In particular, much of the wastewater network is more than 100 years old.

*Below: Road damage levels post-February earthquake*

### Damaged assets

Within the Central City there is considerable damage to roads, bridges, pipe systems – water, wastewater and stormwater – and reserves owned by the Council, much of which needs to be reinstated as part of the rebuild.

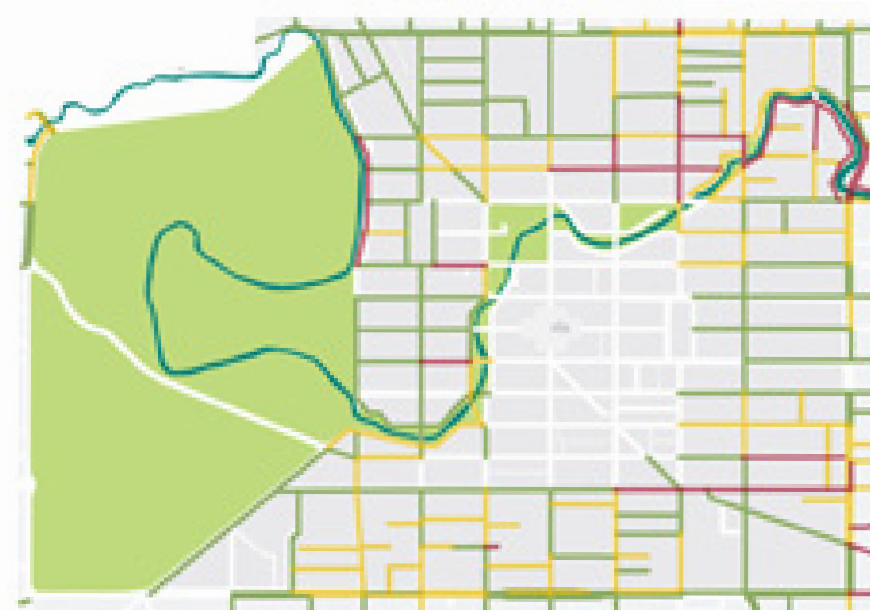
The map below shows the extent of known damage to roads, with higher levels of damage tending to correspond with damage to underground services. Roads with major damage typically require extensive reconstruction or resurfacing. Within the Central City cordon, detailed assessments have not yet been carried out because of restricted access due to the area being unsafe.

#### Legend

- Minor Road Damage
- Moderate Road Damage
- Major Road Damage

**Table 12: City infrastructure**

Issue	Incentive	Energy utilities
Transport roading networks	Cellular and land-line networks	Petroleum supply
Green space	Broadband fibre networks	Reticulated gas
Water supply		Electricity network
Wastewater		
Stormwater management		
Refuse collection		





Most parts of the wastewater, water supply and stormwater reticulation networks (collectively referred to as horizontal infrastructure) have sustained some damage. While most of this infrastructure can be used and has performed well given its age, there are pockets of more substantial damage which require priority repairs. These include areas beside the Avon River/ Ōtakaro where lateral spread has occurred and other areas in the Central City where there has been liquefaction. Liquefaction has silted up, many of the pipes, indicating wider system damage.

The investigations into the state of the horizontal infrastructure network has yet to be completed. It is intended that this will be done by the end of March 2012 on key horizontal infrastructure, determining what critical repairs are needed to maintain or restore services.

It is estimated that up to 30 per cent of the network has been damaged but there is also a risk further investigations could reveal more significant damage to vulnerable assets, such as brick barrel mains.

There are two badly damaged wastewater pumping stations adjoining the river, which need major repair or replacement.

Other networks, including electricity, telecommunications and gas, tend to have lower damage levels. While some status information within the red zone needs to be confirmed with an on-site assessment, these services will be able to be brought back on line relatively quickly. Key concerns typically relate to the location of critical equipment in, or adjacent to, damaged buildings. Where such locations cannot be used in the future, or where the equipment needs to be abandoned, the key risk is the lead time of several months to procure replacement equipment.

Restoration of basic services will continue within the Central City as the cordon is reduced, and eventually removed by April 2012.

A rapid assessment of key infrastructure will be completed by Stronger Christchurch Infrastructure Rebuild Team (SCIRT) within the next three months. This will determine what horizontal

infrastructure remains in operation and what needs to be repaired immediately.

Following the rapid assessment, Council will develop a plan with SCIRT to replace, improve or re-route key damaged horizontal infrastructure assets. This work will look to improve the resilience and enhance the infrastructure

Full renewal and replacement of damaged horizontal infrastructure will continue for up to five years.

Some of the Council's significant infrastructure recovery projects include:

- Reconstruction and repair of the brick barrel wastewater and storm water mains
- Avon River/Ōtakaro flood capacity and water quality
- Refuse collection systems
- Roads within the four avenues will be re-opened, repaired and replaced to coincide with the redevelopment of the Central City

### **Key factors for recovery**

In recovery, it is important that we:

- Ensure that the right services are provided at the right time as the Central City is being redeveloped
- Replace infrastructure assets that have suffered significant damage
- Account for assets that have a limited life because of the earthquakes
- Manage the potential impacts of demolition and reconstruction on infrastructure
- Recognise geotechnical ground conditions in infrastructure redesign
- Take opportunities to enhance, improve or add resilience to services
- Coordinate enhancement projects with significant repair or reconstruction activity
- Coordinate recovery work where multiple service projects are required in the same location
- Manage traffic flows efficiently and safely
- Support the move to a greener city
- Support the smart city initiative
- Secure financial support from our funding partners
- Obtain value for money in procurement

### **The opportunities**

#### **Provide enhancements with reconstruction**

Projects such as the slow core will require the reconstruction of damaged roads, providing a different street layout to what existed before.

In other cases, new technology will be introduced. An example is street lighting. When damaged lighting is renewed or when due for routine replacement, opportunities such as white light, LED lanterns, and smart control systems, which allow each light to be individually controlled by a centralised control system, should be undertaken. This fits with enhancement projects and will enable a radical new and dynamic night time environment to be created.

#### **Replacing old infrastructure**

Funding to replace all old infrastructure is unlikely to be available, especially when considering the large proportion of wastewater pipes more than 100 years old. A strategy and priorities system is needed, so that only those which are the most critical or are located under long life, high value pavements will be replaced. Ongoing repairs under busy central city streets needs to be avoided. The criteria is:

- Where old underground pipes are in reasonable condition, expected to last at least 10 years and are located under a conventional road or footpath surface, renewal will not be programmed.
- Where old underground pipes are in poor condition, are likely to need replacing within 15 years and are located under high-value surfaces or where there is a high level of activity, these will be programmed for renewal when the road enhancement is carried out.

These decisions will be made on a street-by-street basis, and may require funding additional to that available within the existing Alliance budget.

#### **Protecting future options**

When infrastructure is being designed, provision should be made to protect future development. For example, possible light rail corridors should be allowed for.

### **Ground strengthening**

Geotechnical investigations are underway and these will define the measures that need to be taken to protect infrastructure which runs alongside the Avon River/ Ōtakaro. Further work also needs to be carried out to determine the feasibility and economic value of strengthening the ground underneath key corridors and constructing a resilient conduit which could safely house critical infrastructure, such as Colombo Street near the Avon River/Ōtakaro. This will depend on the nature of the geotechnical problem and the type and importance of infrastructure services in the corridor. All building projects will require a full geotechnical report. The report from the Royal Commission and any recommended changes to the Building Code may require further information to be provided.

# Infrastructure programmes

## Infrastructure recovery programme

The Council's city-wide infrastructure rebuild is being managed by Stronger Christchurch Infrastructure Rebuild Team, an alliance of major contractors, the Council, CERA and NZTA. The alliance is responsible for repairing or reconstructing damaged roads, bridges, wastewater, water supply and stormwater networks in the Central City.

The estimated cost of the alliance work in the Central City is \$188 million, with a significant level of uncertainty. In addition, the likely costs of restoring damage to the Avon River/Ōtakaro, Council buildings (such as the Tram Shed, art works, toilets and facilities in parks), and parks and open spaces is estimated at \$45 million, which will be carried out by other contractors. These costs have been included in the Council's overall estimate of \$2.3 billion for city-wide damage to infrastructure, and are base-line costs for restoring "like with like".

Lying outside the \$2.3 billion programme of works are:

- Additional work to improve resilience or ground strengthening.
- Preliminary estimates of the likely costs of repairing parking buildings and the Bus Exchange.
- Other Council facilities, such as the Civic Offices and Central Library.
- VBase facilities, such as the Town Hall and Convention Centre.

These figures are all subject to ongoing re-assessment, and final costs for infrastructure recovery are likely to change.

## Align with the Central City Plan

Apart from short term repairs to water, wastewater, bridges and road surfaces to enable basic service provision, all recovery project work will be tested against the projects in this plan to ensure that all work is appropriately programmed.

Some important work has already been initiated, such as the replacement of a significant collapsed retaining wall to allow the closed north-bound traffic lanes on Fitzgerald Avenue north of the Avon River to be re-opened. Ground remediation costing about \$800,000 is an example of work needed there that is excluded from the \$2.3 billion figure. The design of bridge work will be looked at in relation to longer term planning for the four avenues.

Detailed street-by-street programmes covering core Council services, opportunities for enhancement and new Central City Plan projects, coordinated with other utilities infrastructure rebuild or expansion programmes, are being developed. A planned sequence of demolition, underground services renewal or repair, road reconstruction and building redevelopment is also needed area-by-area, street-by-street - linked to the spatial implementation of the various programmes in this plan.

## Cost summary

The following table summarises the Council's infrastructure costs to repair and replace damaged assets for each network, reflecting current knowledge. This is the base case for recovery of infrastructure to a similar standard as existed before the earthquake events, so it excludes any ground strengthening or geotechnical work. These costs will undoubtedly change as better condition data comes available.

Table 13: Infrastructure repair and reconstruction costs

Network	Total Capex \$m	Capex \$m 1-2 Yrs	Capex \$m 3-4 Yrs	Capex \$m 5-7 Yrs
<b>Alliance</b>				
Transport	76.3	18.3	39.8	18.2
Water supply	15.2	3.1	9.9	3.0
Wastewater	99.0	18.4	48.8	31.8
Stormwater	35.8	4.0	17.0	14.0
Structures	13.0	4.0	6.0	3.0
<b>Total</b>	<b>239.3</b>	<b>47.8</b>	<b>121.5</b>	<b>70.0</b>
<b>Non-Alliance</b>				
Stormwater	7.5	2.5	3.0	2.0
Parks and Open Space	39.5	9.9	19.7	9.9
Buildings	156.8	42.5	81.8	32.5
<b>Total:</b>	<b>203.8</b>	<b>54.9</b>	<b>104.5</b>	<b>44.4</b>



# Acknowledgements

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