

Our Environment

Christchurch City Council's Environmental Newsletter

SPECIAL EDITION - CHARLESTON UPDATE - FEBRUARY 2001

NEIGHBOURHOOD PLAN FOR CHARLESTON

A neighbourhood plan, which aims to help retain and build on the physical and social character of Charleston, is being prepared by the City Council.

As part of the public consultation process, this special edition of *Our Environment* is devoted to updating you on the progress of key issues and projects in the area bounded by Ferry Road, Ensors

Road, the railway tracks and Wilsons Road. It also explains

the purpose of the neighbourhood plan and outlines some possible projects in the Charleston area. We are keen to receive your views on these issues and ideas.

It is intended to include in the plan not only physical improvements, which were the main focus of past plans, but also to introduce community initiatives

and participation.

The Council recognised that, while Charleston had been subject to a revitalisation programme in the early 1980s, the character and residential quality of the area has slowly been eroded. As a result, money has been allocated for improvements.



Projects such as the enhancement of parks and the use of alternative planting and roading treatments to strengthen the

identity of individual streets will be considered.

In addition, the neighbourhood plan is seen as a means to promote positive ways to address residents' concerns about the increasing number of higher density residential developments.

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COMMUNITY MEETING: SUPPER, PRIZES AT THE DOOR

Support your community and meet your neighbours at the first Charleston Neighbourhood Plan Meeting.

We want to hear from residents, business owners and other members of the Charleston community. We want to know what you would like for your area. Meet in a relaxed atmosphere and have a bite to eat. You are welcome to have your say or just be there to listen. You may even win a door prize.

When: Thursday 22 February at 7.30pm

Where: Nor-West Club
Level 1 of the Hagley Stand
Jade Stadium
Wilson's Road

For further information contact: Josie Schröder Ph 371 1932



CHRISTCHURCH
CITY COUNCIL · YOUR PEOPLE · YOUR CITY

This publication was produced by
the Environmental Policy and
Planning Unit.



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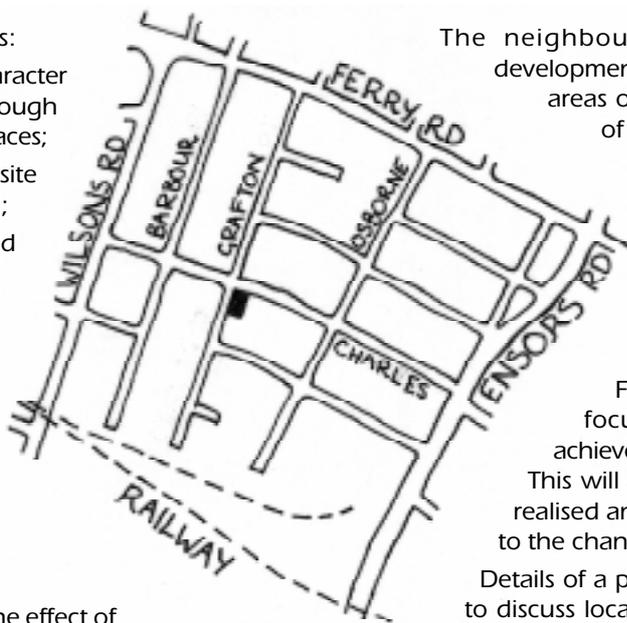
If you are not the owner of the house you live in, please pass this newsletter on to them once you have read it, or feel free to request another copy.
Ph 371 1932

The plan has a number of specific aims:

- To improve the appearance and character of the neighbourhood areas through development of streets and open spaces;
- To encourage good building and site design appropriate for the location;
- To improve traffic circulation and safety;
- To provide a basis for both publicly-funded projects and community self help;
- To ensure that the residential quality of the area is upheld and improved;
- To provide a means to focus and co-ordinate various interests.

Character of Charleston

Some residents are concerned about the effect of Living 3 zone development on the existing character of Charleston, and the need to ensure that new development is appropriate to this character.



The neighbourhood plan will promote development that builds on the character areas of Charleston, through the use of building design guides and landscape treatments.

Time Frame

We recognise that residents will want to see results of the neighbourhood plan process as soon as possible.

For this reason the plan will focus on projects that can be achieved within a five-year time frame. This will allow local expectations to be realised and also for the plan to respond to the changing needs of the community.

Details of a public meeting on 22 February to discuss local issues are on the front page of *Our Environment*.

For more information please contact:

Josie Schröder Ph: 371 1932

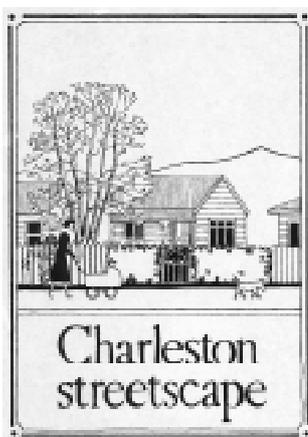
FIRST CHARLESTON NEIGHBOURHOOD IMPROVEMENT PLAN

The name Charleston is derived from the combination of Charles Street and Grafton Street, which intersect close to the centre of the neighbourhood. The naming of Charleston followed the formation of a neighbourhood group initially set up to fight industrial expansion in the area.

Afterwards, Charleston was one of the City's first urban renewal areas, initiated through the government's Comprehensive Housing Improvement Programme (CHIP) in 1979.

The scheme introduced a comprehensive approach to urban renewal, attempting to improve the quality of older residential areas close to city centres. Two areas in Christchurch - Avon Loop and Charleston - were approved before the CHIP scheme was abandoned in 1983.

Development of these areas included features such as 'slow street' treatments, new or upgraded local parks and street landscaping, home improvement advisory services and community logos.



An information booklet was produced for the Charleston area and given to each household, outlining guidelines for improvements to streetscape elements such as buildings, colour schemes, planting and fences.

The advisory service helped with plans for alterations to houses and general advice. A number of property owners took the opportunity to improve the appearance of their properties through the CHIP.

The Charleston Neighbourhood Plan is designed to build on some of this work and look at new opportunities to improve the area.

GUIDES FOR DESIGNING NEW BUILDINGS IN RESIDENTIAL NEIGHBOURHOODS

Motivated by residents' concerns about higher density housing, large buildings such as care homes and the loss of amenity in residential neighbourhoods, the Council's Urban Design Team is producing a series of design guides.

Although the guides are mainly for developers and designers, they are available to anyone (free of charge). "We're trying to encourage developers to do things in a better way," says urban designer Janet Reeves. "Well-designed housing developments are not only more acceptable to neighbours, they are easier for developers to sell."

The first two guides are called *Large Buildings in Lower Density Living Zones* and *New Housing in Living 3 Zones*.

The first, about large buildings such as elderly persons' housing complexes, encourages designers and developers to take into account surrounding character before embarking on their projects. "It's very much about respecting the neighbourhood and designing something that fits into the scale of the surroundings," says Janet.



The second guide, about new housing in medium density residential areas, promotes good design features such as houses facing streets, garages being less prominent, respecting neighbours' private space and maximising the amount of greenery.

Contact: Janet Reeves
Ph: 371 1351

ART IN THE COMMUNITY

Public art is increasingly about artists and communities working together to create artworks relevant to their neighbourhoods. The scope of public art is also broadening. You can now see creative street furniture including seating, rubbish bins, bus shelters, drinking fountains, tree grilles, barrier rails, street signage and children's playgrounds. Creative design can also be incorporated in other public works such as entrances, pavements, buildings, and even old walls and fences.

What are the positive spin-offs of public art? Incorporating art into a project can:

- Improve the appearance of an area;
- Provide interesting features and locations for recreation and leisure;
- Signify an important development and reflect the desire for a quality project;
- Add to local cultural heritage;
- Enhance people's understanding and enjoyment of their environment;



- Strengthen the identity of individual streets and communities.

Every member of a community can enjoy the benefits resulting from public artworks.

Art in streets - opportunities for the Charleston neighbourhood

Charleston has a rich heritage and unique character that could be enhanced by using public art projects. Any past or existing story or feature of the Charleston area could be included in a theme or brief for an arts project, for example, the nurseryman William Wilson, Te Waipounamu Maori Girls' College, the sports stadium or the character homes that exist in the area.

Planned with imagination and sensitivity, a public art project incorporated into Council capital works projects, for example street furniture, could be an exciting addition to the Charleston Neighbourhood Plan.

Contact: Rhonda Thomson
Ph: 372 2413

PLAYGROUND UPGRADE FOR CHARLESTON

Charleston Reserve (also known as Charles Street Reserve) has a history of community involvement. Eighteen years ago, during the planting of trees in the reserve, about 30 school children buried plastic time capsules with their stories and pictures in them under the trees.

With the upgrade of the playground due in 2002/03, the community has another opportunity to be involved. Closer to the time of the improvements you will be asked



what play features you would like in the reserve.

Meanwhile, you may like to think about creative play options rather than the standard plastic play equipment. An art feature, a sculpture that can be played on, or a design in the ground that serves as a game, are examples of play features that can be created by the community working with an artist and City Council staff.

Contact: Suzanne Weld
Ph: 371 1490

INTERESTING FACTS ABOUT CHARLESTON

- Nurseryman and seedsman William Wilson, the first Mayor of Christchurch, was the first European to cultivate the area incorporating Charleston, where he developed a nursery. He was responsible for introducing gorse and twitch to New Zealand. He also claimed to have introduced common broom¹.
- The old Cobb and Co stables were located at the railway end of Barbour Street.
- Te Waipounamu Maori Girls' College was transferred from Ohoka to the former home of the March family in Ferry Road. The family had established a beautiful garden there and had owned ostriches.
- The College reopened on 28 May 1921. The carved Maori chapel was erected in June 1926 and dedicated nine months later.²
- The Marshalls' engineering workshop on Ferry Road was originally a forge and wheelwright business owned by Mr Burt Canon. He shod horses and repaired wagons used for work on the Lyttelton Rail Tunnel. Mrs Marshall printed all the aerogrammes for New Zealand on a printing press at the back of the workshop until the mid-1960s.
- Mrs Capells, formerly of Charleston, sparked the formation of the Charleston Neighbourhood Group through her fight to stop the expansion of McVickers timber yard into the neighbouring residential area.

¹ GR MacDonald Dictionary of Canterbury biographies, Canterbury Museum

² Taylor, WA. 1952. Lore and history of the South Island Maori.

CAPITAL WORKS PROGRAMME

The capital works programme for Charleston is published in the Hagley/Ferrymead 2000 Community Plan. It outlines specific projects to be undertaken by the Council in the next five years, and other funding, which is listed under neighbourhood works and available for improvements to the area.

The first two years of the programme are definite. However, projects for the following three years may be changed by the Council.

Capital works programmed for Charleston include the upgrading of the playground equipment and kerb and channel renewal for most streets in the area. This will begin with new play equipment in Charleston Reserve in 2002/03 and progress for the following five years or so.

The kerb and channel renewal programme will allow a 'Living Streets' approach to redesigning streets, resulting in a more pleasant living environment. Information on 'Living Streets' can be found below.

As Charleston is an urban renewal area, it is also likely that overhead services will be undergrounded in conjunction with kerb and channel works.

The Hagley/Ferrymead 2000 Community Plan is available free from your nearest Christchurch City Council service centre or for more information contact:

Josie Schröder
Ph: 371 1932

'LIVING STREETS' FOR CHRISTCHURCH

Recently the Christchurch City Council undertook a study on traffic calming options. The study stemmed from dissatisfaction caused by measures such as speed humps being used to calm traffic in streets. The idea of 'Living Streets' resulted from the study.

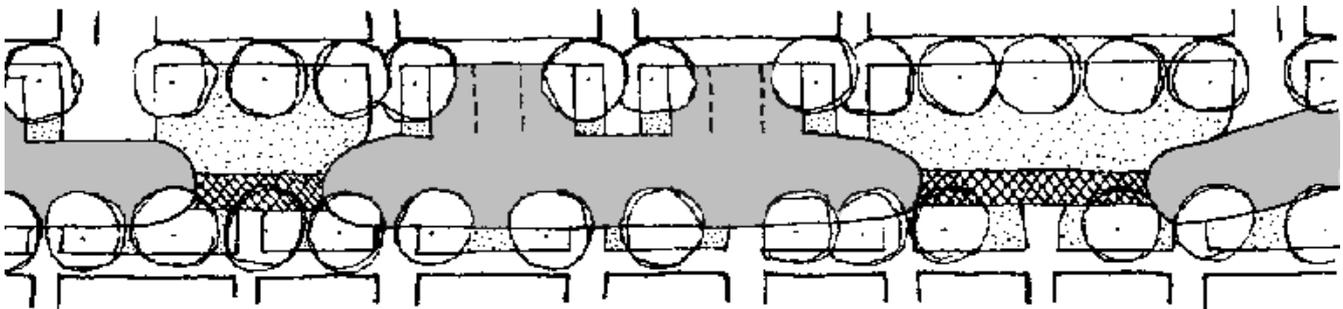
There is a common assumption that streets are designed for cars and those cars should therefore be given priority. The principle of the 'Living Streets'

approach is that streets, particularly local streets, should be designed with priority given to community interaction, creating places where residents, pedestrians and cyclists have at least equality with cars.

What does this mean for you? It means that when streets are designed they are not dominated by cars but have a balance of green areas, adequate footpaths and traffic safety measures.

They may include public art, children's play areas or street furniture, depending on the requirements of the surrounding neighbourhood. In Charleston, many people already walk and cycle, giving even more reason to try something innovative and more effective in the area, resulting in a better quality residential environment.

Contact: Lucas Sikiotis
Ph: 371 1614



CHRISTCHURCH BEAUTIFYING ASSOCIATION: NEW STREET AWARD

The Christchurch Street and Gardens Awards Committee, together with the Hagley/Ferrymead Community Board, have announced a new street award for Ferry Road.

The award will become part of the gateway awards for residents along the Main South Road, Main North Road, Yaldhurst Road and Memorial Avenue.

The aim of these awards is to increase the horticultural awareness of property owners at City entry points.

All properties are viewed from the street by judges from the Christchurch Beautifying Association during mid-

February. There are separate classes for residential and commercial properties.

Enhance Ferry Road by ensuring that your property becomes more attractive to your neighbours, clients and visitors.

Contact: David Moyle
Christchurch Beautifying Association
Ph: 358 8914

FERRY ROAD – ROAD WIDENING DESIGNATION

Ferry Road, from Moorhouse Avenue to Aldwins Road, is classified as a major arterial road in the City Plan, requiring certain road widths. Presently the width of Ferry Road is not up to City Plan standards and the two existing lanes do not provide enough capacity for the high volume of traffic on the road, let alone for predicted future flows.

Road widening is planned to occur in stages over the next 10 years as

budgets allow and in association with intersection improvements at the Ferry/Wilsons and Ferry/Aldwins intersections. The widening of these parts of Ferry Road are necessary to address the efficiency and safety of the road.

Safety, in terms of motorist, pedestrian and cyclist accidents, is a real concern along this stretch of Ferry Road. One hundred and forty eight accidents have occurred from Moorhouse Avenue to Aldwins Road in the last five years, with

over half of these occurring at intersections. By improving the intersections, and widening Ferry Road between the intersections, the crash rates on this section of road are expected to decrease significantly.

The process of carrying out this road widening will involve detailed plans and public consultation, and will try to minimise any adverse effects on people living on and using Ferry Road.

FERRY ROAD – ENSORS ROAD INTERSECTION

Christchurch City Council is planning some changes to the intersection of Aldwins, Ensors and Ferry Roads.

Ferry Road has long been considered a major cycle route from Sumner to the City. The Council would like to complete continuous on-road cycle lane marking from Sumner within the next year.

To provide for cycle lanes at the Aldwins/Ensors/Ferry intersection, and provide additional road safety improvements, the plan is to widen the City side of the Ferry Road approach to the intersection. The change in lane markings with the widening will allow for separate traffic lanes and a cycle lane in each direction.

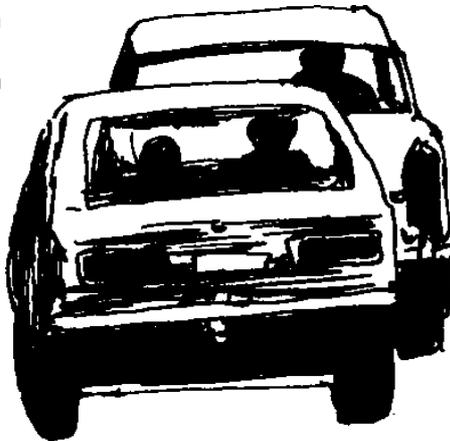
Additionally, the plan is to provide a long central traffic island on the City side of the intersection. This will stop vehicles from turning out of the petrol station on the corner, removing the cause of a number of crashes.

The nearby Edmonds Factory Gardens will not be affected by plans to widen the intersection.

BID TO SOLVE TRAFFIC PROBLEMS

Traffic management is one of the hot topics in the Charleston neighbourhood. Speeding cars, particularly along Charles and Grafton Streets, industrial traffic in the residential area, and traffic cutting through from Wilsons Road to Ensors Road and vice versa, are all significant problems.

The Council's 'Living Streets' initiative is one means of tackling excessive traffic speed and traffic cutting through neighbourhoods. It also addresses the area as a whole, rather than on a street-by-street basis.



A number of different measures from this approach, from road narrowing to play streets, could be used to solve these problems and create a better quality living environment.

The issue of industrial traffic in the residential area is a lot more difficult to address given the current road network and the railways lines to the south of the area. A number of options will need to be explored, including discussions with Tranz Rail, to find practical and economic solutions that are acceptable to the community.

Contact: Lorraine Wilmshurst
Ph: 372 2625

CULTIVATING GREEN FINGERS

Ever been interested in starting your own garden? If the answer is yes you may wish to consider a couple of suggestions.

The first is the idea of a community garden. Elsewhere in Christchurch community gardens have been established with the aims of reducing kitchen waste, promoting social interaction and meeting some basic food needs. Gardening can also be fun and teach people new skills.

To establish a community garden a suitable site has to be found and a group of committed residents is needed to take care of it.

The second suggestion was to run a short course, through the Phillipstown Community Centre, on cheap and easy

gardening methods and simple ways to beautify the place that you live. If enough people are interested it could be really worthwhile.

Considering that Charleston was the site of William Wilson's plant nursery in the 1800s, it would be nice to see a continuation of the area's history. Perhaps the 'nursery suburb' could form the basis of the Charleston identity and be reflected in the way the area is renewed.

If you are interested in either of these suggestions, or have time or skills to contribute, please let us know.

Contact: Josie Schröder
Ph: 371 1932

CHRISTCHURCH CITY PLAN

The City Council began preparing the Christchurch City Plan in the early 1990s. It was first released as a proposed plan in June 1995, followed by an amended version in May 1999. There are still many appeals (references) to be made to the Environment Court before the plan can be finalised.

The plan is made up of 4 volumes containing policies, objectives, land use zonings and rules for guiding the development of the City. The Charleston area is mainly zoned residential, with business zoning close to the railway line and along Ferry Road. Lancaster Park, which includes Jade Stadium, has a special Open Space zone.

Residential Zones

The City Plan allows new housing to be built at different densities in different parts of the City.

The Charleston area has two types of residential zoning: Living 2 (low to medium density), which covers the area east of Osborne Street; and Living 3 (medium density), which covers the area west of Osborne Street.

Older houses in the area were generally built at a lower density than is now expected for the area so new houses built among them at higher densities may seem out of place.

The City Plan contains rules that control the height, section size, setback of buildings from boundaries, amount of car parking and outdoor space. The main difference between a Living 2 zone and a Living 3 zone is height. Living 2 houses can be two storeys high while Living 3 homes can be three storeys high.

Business Zones

Charleston has four business zones. A Business 1 zone runs along most of its Ferry Road frontage.

A Business 3 zone covers the industrial area adjacent to the railway line. The zone allows for large and heavy manufacturing industry, as well as light industry, warehousing and servicing. Business 3 zones are generally drawn around long-established industrial areas.

Land west of Wilsons Road and between the Business 3 zoning next to the railway line and the residential part of

Charleston is zoned Business 3B. A Business 3B zone is a buffer zone between industry and housing, allowing small-scale light industries and community activities that are compatible with neighbouring houses.

A Business 4 zone allows industry and bulk retailing. Land along Ferry Road between Wilsons Road and Barbour Street was rezoned to Business 4 to reflect existing uses.

Te Waipounamu is in the Cultural Use zone and Charleston Reserve is in O1, the neighbourhood open space zone



Rezoning of Wilsons Road/Ferry Road Corner

When the Proposed City Plan was released in 1995, a submission was made by the Victory Park Board, relating to Lancaster Park and the land around it. One of its requests was that the area north east of the park be zoned Business 3B instead of Living 3 as proposed in the Plan. The board felt that a business zone would be more logical considering the proximity of other such zones and M o o r h o u s e Avenue traffic.

At that stage it was open to any member of the public to either support or oppose the submission made by the Victory Park Board.

No further submissions, either for or against, were received.

Having heard all the evidence an independent commissioner decided that Business 3B zoning was more appropriate than Living 3 zoning for the area because it would enable the land to be used more efficiently for a greater range of activities.

Residents living in and around this area may have been surprised to learn of the zoning change. Those in other parts of the City have had similar surprises. Although the correct statutory process was followed in publicising the City Plan, the Council has found that people missed aspects that were important to them. Unfortunately, it is not possible to rectify this now, but the problem will be addressed in any future changes or reviews of the City Plan.

CREATIVE APPROACH TO GRAFFITI VANDALISM

Graffiti clean-up costs in Christchurch are estimated to be around \$300,000 a year. The uncounted cost is an increase in the fear of crime, breaking of community spirit and loss of civic pride. In Charleston, graffiti vandalism is a common problem and a real concern to residents.

A programme is currently underway across the City to reduce graffiti vandalism by tackling the problem in a more comprehensive way. Included in the programme is the Graffiti Hotline for reporting graffiti, the graffiti removal team, and a Legal Arts Programme. While most people probably know about the Graffiti Hotline, the Legal Arts Programme may leave you wondering.

Sharon Williams coordinates the programme, which is an attempt to redirect graffiti artists into legal activities.

Advantages of the Legal Arts Programme include:

- Providing a positive environment in which graffiti artists can redirect their energies and express their art form legally;
- Promoting community safety by providing a well-run programme;
- Reducing the incidence of graffiti vandalism;

- Developing ways of diverting young people away from graffiti vandalism and towards positive, creative and productive pursuits;
- Promoting community awareness regarding the reporting of graffiti and ways of dealing with graffiti;
- Promoting civic pride.



How does the programme work?

The Legal Arts Programme provides young people with mentors who are competent artists and appropriate role models. Locations are also sought where graffiti artists can direct their energy without causing problems for property owners. The programme acts as an avenue for graffiti artists to utilise their artistic talent to gain recognition in an acceptable and legal

way. It is hoped that some will eventually graduate to paid work that utilises their artistic ability.

Contact: Sharon Williams

Ph: 372 2327

Graffiti Hotline

Ph 0800 824 433

THINKING OF FENCING?

What you build – or don't build – around your home has a big impact on the look of your house and the character of your neighbourhood. You'll be happier with the result if you've considered all your options.



The Christchurch City Council, in conjunction with the National Council of Women and Keep Christchurch Beautiful Campaign, has produced a colourful folder of fact sheets on fencing. The information provided within

the fact sheets is designed to encourage people to consider all the options before constructing a fence or wall. Within the fact sheets detailed information is available on:

- Key Questions
- Shared Fencing
- Rules for Boundary Fencing
- Fencing Close to Waterways
- Fencing in New Developments
- Fencing and Safety
- Living Fences
- Fencing Materials

For further information please contact the Keep Christchurch Beautiful Campaign office.
Ph: 371 1832.

PHILLIPSTOWN COMMUNITY CENTRE

Located within walking distance of Charleston at 21A Nursery Road, the Phillipstown Community Centre provides an opportunity for people to come together and develop networks and friendships by meeting others with similar needs and interests.

Classes, activities and groups include

E.S.O.L (English as a second language) classes, playgroup, leisure group (over 50s), after school care and holiday programmes. A parenting group, youth programme, crafts groups and support groups are also available.

If these don't suit you, you can always talk to Claire Milne, the Phillipstown

Community Worker, about the type of activities you would like to do, or group you would like to start. The Community Centre common room is available for use by community groups.

Contact: Claire Milne

Community Worker

Ph: 379 3256

Phillipstown Community Centre Activity Timetable

- Monday** ▪ 12.30pm-1pm, Phillipstown Walkers ▪ 1pm-3pm, Open house – coffee craft, speakers ▪ 3pm-5.30pm, After school programme
- Tuesday** ▪ 9.30am-11.30am, Community playgroup ▪ 1.15pm-3pm, Leisure group for senior citizens ▪ 3pm-5.30pm, After school programme ▪ 6.30pm-8.30pm, Youth programme 11 to 15 years
- Wednesday** ▪ Support groups ▪ 3pm-5.30pm, After school programme
- Thursday** ▪ 1pm-3pm, Parent support group - 4x term ▪ 3pm-5.30pm, After school programme
- Friday** ▪ 9.30am-11.30pm, English as a second language ▪ 3pm-5.30, After school programme ▪ 6pm, Cook Island drumming group

DUMPED CARS AN EYESORE

Many cars are being dumped on Charleston streets. They are an eyesore, degrading the value of residential areas and reducing residents' community pride.

The problem seems to lie with one or two households repeatedly dumping cars. This is a continuing problem that the City Council's Parking Unit is attempting to solve. Your help is needed. If you see anyone dumping a car, take down as much information about the offenders as possible and pass it on to:

Tracey Thomson

Abandoned Vehicle Officer

Ph: 371 1743.



WHERE CAN I FIND OUT MORE?

Christchurch City Council Community Plan 2000 (Hagley/Ferrymead)

Linwood Service Centre or Civic Offices

Indigenous Ecosystems of Otautahi Christchurch – Set 2: The coastal plains of Hagley-Ferrymead & Burwood-Pegasus

Lucas Associates, April 1996

Large buildings in lower density living zones – A Design Guide

Environmental Policy and Planning Unit, Christchurch City Council, July 1999

Lore and history of the South Island Maori

Taylor, WA. 1952

New housing in Living 3 Zones – A Design Guide

Environmental Policy and Planning Unit, Christchurch City Council, October 1999

Studies on Pioneer Canterbury Nurserymen

Annual Journal of the Royal New Zealand Institute of Horticulture No. 6, 1978, pp 139 – 162

W 620 - William Wilson (1819-97)

GR MacDonald Dictionary of Canterbury Biographies Canterbury Museum



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