

Our Environment

Christchurch City Council's Environmental Newsletter

SPECIAL EDITION - ST ALBANS UPDATE

NEIGHBOURHOOD PLAN FOR ST ALBANS

A Neighbourhood Plan, which aims to help retain and build on the physical and social character of St Albans, 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. It also explains the purpose of the Neighbourhood Plan and describes some initial ideas possible in the St Albans area. We are keen to know your views on these issues and ideas.


The Council recognises that the designation of land for the northern arterial road through St Albans has had a negative impact on the area. As a result, money has been allocated for physical improvement works.

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 over the rezoning of part of the area for higher density residential development.

The Neighbourhood 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 improve traffic circulation and safety;
- to improve pedestrian and landscape links between community facilities;
- to encourage good building and site design appropriate for the location;
- to provide a basis for both publicly funded projects and community self help;
- to provide a means to focus and co-ordinate various interests.

to P2 



CONTENTS

St Albans Neighbourhood Plan

Giving Edgeware the Edge

Rezoning L2 to L3

Building Design Guides

Project Update

Waterways Strategy

Think Fencing

Capital Expenditure Programmes

Traffic Management

North City Traffic Flow

Opportunities for St Albans

More Information



CHRISTCHURCH

CITY COUNCIL · YOUR PEOPLE · YOUR CITY

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



Remember to send us
your feedback form

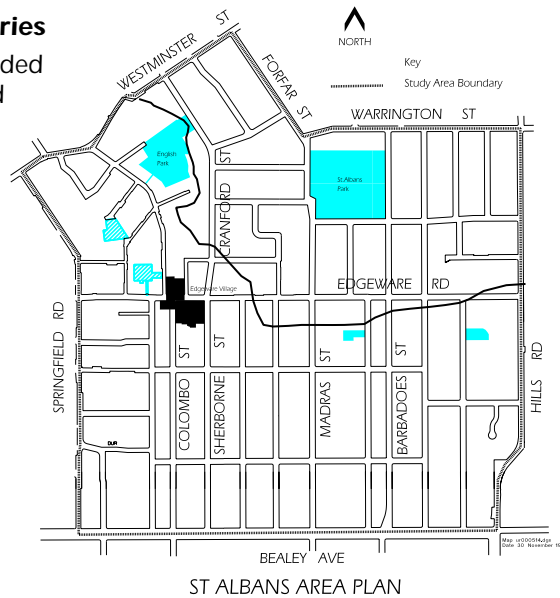
If you are not the owner of the house you live in, please pass this newsletter on to them once you have read it, or feel free to request another copy.
Ph 371 1932

Neighbourhood Plan Boundaries

The Neighbourhood Plan is bounded by Bealey Avenue, Springfield Road, Hills Road and Warrington Street.

Physical boundaries for the Neighbourhood Plan needed to be manageable in terms of strategic planning, community input and the ability to instigate action. More specifically the Neighbourhood Plan had to:

- include the area rezoned from L2 to L3;
- cover the area required to co-ordinate the large number of local Council projects.



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 changing needs of the community.

Enclosed in this edition of Our Environment is a feedback form which you can send to us by FreePost. For more information please contact:

Josie Schröder
Phone: 371 1932

GIVING EDGEWARE THE EDGE

During the mid 1990s the Edgeware community and City Council discussed proposals to revamp Cornwall Street and form a public square at the intersection of Cornwall Street and Edgeware Road.

Most people decided that the whole Edgeware shopping centre should be enhanced rather than focusing on one proposal. The business community was particularly interested in establishing a Mainstreet programme, which is essentially a self-help community-based initiative. It involves setting up a group comprised of local business people, residents, community groups and the City Council, which then focuses on physical enhancement, business development, marketing and promotions, community events, and heritage conservation.

Together, the community and Council agreed to gather information on the area using business and pedestrian surveys. This was followed by a public workshop in the Scottish Society Hall.

Following the workshop the Edgeware Village Working Group, made up of residents and business people, was formed to implement the ideas. The group adopted the Mainstreet concept.

Ideas generated at the workshop were incorporated in one document, giving EDGEWARE the edge. This included a concept plan, a business development plan and an action

plan. The concept plan was further developed into a staged development plan and a number of those stages have been, or are being, implemented by the Council:

- Stage 1 - Cornwall Street/Edgeware Road intersection enhancement. Completed.
- Stage 2 - Caledonian Road, tree planting and angle parking. Underway.
- Stage 3 - Colombo Street undergrounding of telephone lines and tree planting. Completed
- Stages 4-7 involve gateway formation and tree planting. No current budget.
- Stage 8 is the treatment of the intersection of Edgeware Road and Colombo Street. Due to go ahead 2003/04.

Meanwhile, the Edgeware Business Association has been looking after the business development, marketing and promotions, and events side of the Mainstreet concept.

Earlier this year the Edgeware Village Working Group wound up after achieving many of its physical enhancement objectives. The Edgeware Business Association has now taken on the constitution and Mainstreet philosophy and is looking forward to continuing its central role in the shopping centre's development.

Josie Schröder
Phone: 371 1932



Caledonian Rd. tree planting and angle parking is underway



Changes to Cornwall Street are complete

CITY PLAN REZONING - LIVING 2 TO LIVING 3

When the Christchurch City Plan was released in 1995 people were able to make submissions supporting or opposing the contents of the plan.

A submission was made by Canterbury Property Investments requesting that part of St Albans be rezoned to allow a higher density of housing than that shown in the plan. When the Council considered this request at a City Plan hearing it decided that a change in zoning would be appropriate. The area bounded by Caledonian Road, Canon Street, Edgeware Road, and Geraldine Street was accordingly rezoned from Living 2 to Living 3.

When this decision was made public in May 1999 people living in the rezoned area were surprised to learn of the change, since it was the first they knew of it. Residents had by then missed the opportunity to oppose the change, which must be done well before the hearing is held.

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.

What does L3 Zoning mean?

A Living 3 zone permits housing up to 11 metres in height. This allows 3 storey development with a pitched roof. If the roof is flat, then the maximum height is 9 metres. This is the main difference between an L3 zone and an L2 zone, which only permits development up to 8 metres.

A plot ratio rule controls the size of buildings in relation to the size of the site. The amount of floorspace within buildings can be up to 80 per cent of the size of the site. For example, on a 1000m² section five houses could be built with a total floor area of no more than 800m². If the houses were 3 storey then the buildings would occupy 26.6 per cent of the site.

Other rules control such aspects as the distance buildings are set back from the street and side boundaries, the area of private outdoor space and car parking provision.

Concerns have been raised, on a City-wide basis, about the detrimental effect of the current Living 3 rules on the character of neighbourhoods. It appears that some changes need to be made to the rules in the City Plan. It will take some time before these changes can be made because the Council's first priority is to resolve all the appeals lodged to the City Plan, so that it can be finalised. Once the Plan is operative, there is opportunity for a plan change.

In the meantime the Living 3 rules are being reviewed and monitored in readiness for recommending changes at the earliest opportunity. Also, a design guide has been produced (see below) to encourage quality higher density housing developments.

For further information please contact:

Rachel Gurnsey
Phone 371 1814



Living 2 zone housing development



Living 3 zone housing development

GUIDES FOR DESIGNING NEW BUILDINGS IN RESIDENTIAL NEIGHBOURHOODS

Motivated by public concern about higher density housing, large buildings such as care homes and the loss of amenity in residential neighbourhoods, the Council's Environmental Policy and Planning Unit 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 senior planner and 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 called Large Buildings in Lower Density Living Zones and New Housing in Living 3 Zones are available now.

The latest, New Housing in Living 3 Zones, deals with new housing in medium density residential areas. It promotes good design features such as houses facing streets, garages being less prominent, respecting neighbours' private space and maximising the amount of greenery.

Janet Reeves
Phone 371 1351.

PROJECTS: WHERE THEY'RE AT

REPLIES TO SUBMISSIONS AND PROJECT REQUESTS IN ST ALBANS SINCE 1990

Issue

English Park redevelopment

Where its at

Final draft concept plan nearly complete, building demolition likely to begin next winter

Transit designation for motorway

– Madras Street

The designation has been lifted. However northern access to the Central City is currently being investigated.

Madras Street - Kowhai planting on street



Investigation has been undertaken to check whether it is possible to accommodate trees in Madras Street in the existing grass berm. However due to the number of underground services in the berm area, trees cannot be planted until major street works are carried out.

Packe Street traffic management

The Council will discourage heavy traffic along Packe Street to the Orion site, when redevelopment occurs. Suggestions have been made to promote entrances off Canon and Purchase Streets, rather than Packe Street.

Extension of Packe Street Reserve to the street.

Discussions have been held between community groups and Council. The suggestions are being progressed as a concept within the Local Area Traffic Management Scheme (LATMS). The first draft is nearly finished.

Borrells Drain



The possibility of purchasing a 'wild' area adjacent to the Packe Street Park, including the drain and access to Canon Street, was investigated. The project is currently stalled as agreement is yet to be reached with the property owner.

Champion Street Reserve

New playground equipment is due to be installed early next year. Further landscaping will be carried out the following year.

Orion site

Orion is currently going through the legal process of offering the land back to previous owners. The Council has registered its interest in the site as an area suitable for comprehensive housing and open space.

Fruit and nut trees



Nut trees have been planted in St Albans Park and fruit trees have already been planted in Packe Street Park. Further investigation of fruit and/or nut trees as street plantings is underway.

Orion site tree protection

A tree protection survey was conducted on the site. A Lombardy Poplar was identified as meeting the criteria for protection in the City Plan as a notable tree.

St Albans Local Area Traffic Management Scheme (LATMS)

The first draft is near completion.

Canon Street – Provision of a cycleway

A cycleway has not been programmed for Canon Street because the volumes of cycles, cycle collision numbers and perceptions of danger do not justify a cycleway. Traffic volumes along the street are regarded as low.

Canon Street Lighting



Priority for funding is currently given to arterial and collector roads for lighting upgrades. It is also occasionally done where lamp posts need replacement, or kerb and channel replacement is being undertaken.

Edgware Shopping Centre:
Emphasising entry points

This is not a budget priority for the City Streets Unit of Council. Money would have to be made available from elsewhere to pay for the thresholds.

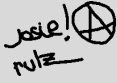
Intersection treatment at Colombo Street/Edgeware Road

Traffic lights are programmed for 2003/2004

Tree planting and angle parking north end Caledonian Road

Work is underway

Graffiti



A City wide anti-graffiti project is underway to take a co-operative approach to finding a solution to this problem.

Entry point signs

"Gateway to Edgeware" signs have a low priority in the project proposal programme. It is unlikely they will be undertaken as a Council-initiated project in the near future.

Angle parking in Colombo Street

Provision of angle parking in the vicinity of the St Albans Community Centre has a low priority in the project proposal programme and is unlikely in the near future.

St Albans Park:

Skateboard ramp

Concept Plan approved by Community Board, tender documents being prepared.

Pathways

New pathways are being constructed to link the skateboard ramp and landscaping undertaken.

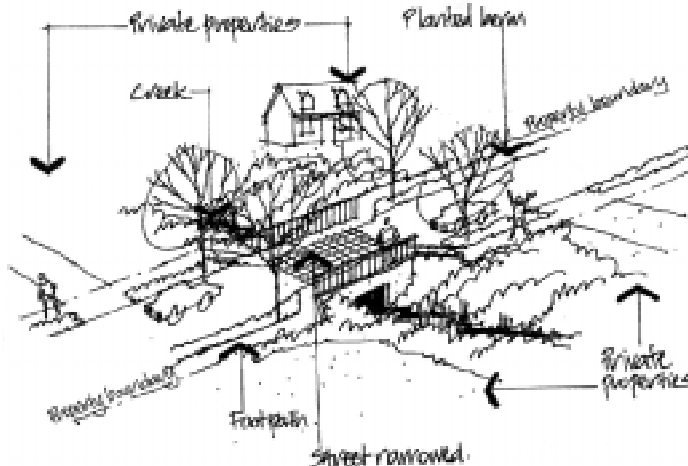
WATERWAYS AND WETLANDS – A NEW APPROACH

The Christchurch City Council recently decided that it was time to take a new look at the way it manages its waterways, wetlands and drainage system.

Rather than just looking at engineering standards, a values-based approach was taken. These values have been identified as ecology, landscape, recreation, heritage, culture and drainage and are considered important to our community.

Planned with imagination and sensitivity, along with community consultation, waterways and wetlands can do much to enrich our living environments.

Where increased density is occurring in the City, such as St Albans, the strategy aims to deal with issues such as the



overall loss of green space, water quality and quantity and the need to improve the visual amenity of urban areas.

To help implement the strategy, fourteen project areas have been identified. St Albans is located within the Central City Project Area. Over time a programme of restoration and protection will be developed. Work is already underway to naturalise St Albans Creek, where it crosses English

Park, as part of the park's major improvement programme.

For further information please contact:

Robert Watts
Phone 371 1393

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.

Christchurch City Council, in conjunction with the National Council of Women and the Keep Christchurch Beautiful Campaign, is in the process of producing a

colourful folder and fact sheets on fencing. Information provided within the fact sheets is designed to encourage people to consider all the options. 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:

Keep Christchurch Beautiful Campaign Office.
Phone 371 1779.

ST ALBANS NEIGHBOURHOOD CAPITAL EXPENDITURE - CHRISTCHURCH CITY COUNCIL ANNUAL PLAN 1999

The following works are planned in the St Albans area over the next five years

Description	1999/00	2000/01	2001/02	2002/03	2003/04
Kerb & Channel					
Colombo St Bealey - Purchas(Bth)	164,600				
Forfar St Warrington- Westminster (Bth)	291,400				
Woodville St Edward – Warrington (Bth)	3,672	244,800			
Cleveland St Edward - Warrington	225,883				
Gresford St Geraldine – Hills (Bth)	169,000	82,400			
Berwick St Mersey – Forfar (Bth)		5,541	117,859		
Coles Pl Trafalgar – End (Bth)		1,530	102,000		
Cornwall Cranford – Lindsay (Bth)		2,142	142,800		
Geraldine St Warrington – Edgeware (Bth)					3,570
Edward Ave Barbadoes – Cleveland (Bth)			3,570	214,600	
Champion St Bealey – Gresford (Bth)				4,900	340,000
Edward Ave Cleveland – Hills (Bth)				3,692	194,800
Geraldine St Canon – Edgeware (Bth)				5,508	367,200
St Albans St Rutland – Trafalgar				20,000	105,000
Geraldine St Bealey – Canon	9,792	542,800			
Road Network Improvements					
Hills/Shirley/Warrington		52,000	50,000		
Street Lighting Upgrade					
Madras St Bealey – Edgeware	27,000				
Warrington St Geraldine – Hills	11,000				
Durham St Bealey – Springfield			19,000		
Safety Works					
Berwick/Forfar/Warrington		73,000			
Colombo/Edgeware Signals					50,000
Neighbourhood Improvement Works					
Edgeware Rd Landscape Works (S/P)	1,600				
Manchester St Bealey – Edgeware		61,200			
Parks Asset Improvements					
Packe Street Park	10,000	6,000			
Major Site Rehabilitation Projects					
English Park	270,000	425,000	225,000		
Amenity Landscape/Planting Projects					
St Albans Park Skateboard Ramp	18,000				
St Albans Park	20,000				
Champion Reserve		7,500			
Parks Irrigation					
St Albans Park	61,200				
Playgrounds New Installations					
St Albans Park		122,240			
Sport, Leisure and Events Facilities Upgrade					
English Park	160,000	875,000	75,000		

ST ALBANS EAST LOCAL AREA TRAFFIC MANAGEMENT SCHEME

Local Area Traffic Management Schemes (LATMS) are an approach to traffic planning in which the total effect of traffic management proposals on groupings of streets and their surroundings, rather than isolated locations, is considered.

The Christchurch City Council has been developing LATMS since 1986. Half of the City has now been covered with LATMS or Neighbourhood Improvement Plans (NIPs). Boundaries for individual schemes or plans are generally arterial roads and include an approximate area of 1.5sq km.

The three most important issues to address within a LATMS area are:

- traffic flows
- traffic speeds
- traffic safety

A Local Area Traffic Management Scheme (LATMS) is currently being developed for St Albans East. The area bounded by Bealey Avenue, Hills Road, Madras Street and Warrington Street has been selected because it includes a number of streets in need of reconstruction.

Priority for the reconstruction of City streets is based on kerb and channel condition, carriage way condition, traffic hierarchy/volumes and traffic-related issues.

The St Albans East LATMS process began earlier this year when the Shirley/Papanui

Community Board invited residents to a public meeting to express their views and concerns on traffic matters in the area.

Broad objectives of the LATMS were explained. These are:

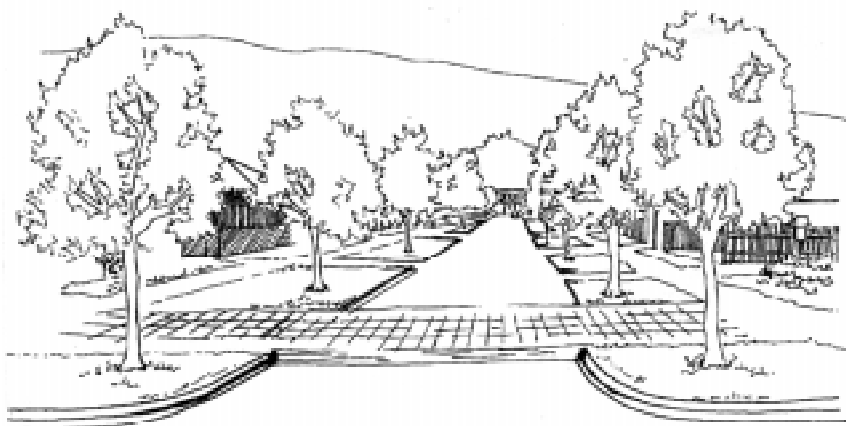
- achieving slow speeds for motor vehicles;
- reducing collision frequency and severity;
- increasing the safety and perception of safety for non motorised users of the street;
- reducing the need for police enforcement;
- reducing cut-through motor vehicle traffic;
- encouraging and promoting traffic flow to the surrounding arterial route;
- Encouraging more greenspace through efficient use of the road reserve, particularly in high density residential areas.

Concept proposals have been developed to address the above objectives and the public's concerns - within the constraints of funding, policy and practicality. These proposals

are contained within the LATMS document scheduled for discussion by the Community Board in February 2000. Draft copies will then be released to the community for discussion and comment.

For further information please contact:

Basil Pettigrew
Phone: 371 1542

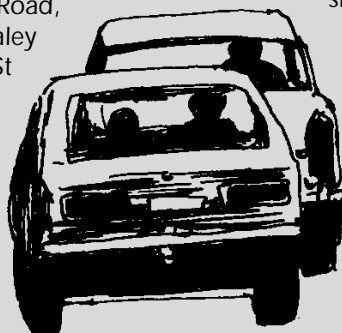


BID TO IMPROVE NORTH CITY TRAFFIC FLOW

A major transportation study, aimed at freeing up traffic congestion in the north of Christchurch, is underway.

Jointly managed by the City Council, Transit New Zealand, Waimakariri District Council and the Canterbury Regional Council, the study covers an area generally bounded by the Waimakariri River, Johns Road, Sawyers Arms Road, Papanui Road, Bealey Avenue and Marshland Road. The St Albans Neighbourhood Plan area is included.

The search for solutions follows the abandonment of the proposed northern arterial in 1994, population and economic growth, and greater travel demands in and through the north of Christchurch.



The key aim of this study is to identify a shortlist of up to five roading improvement strategies to meet traffic needs in northern Christchurch over the next 25 years. Each strategy may consist of several complementary projects throughout the study area. It is intended that these shortlisted strategies will be assessed in further detail immediately after this study.

Current work is focused on identifying potential roading strategies for initial assessment. Further public consultation, including public meetings, will be held during March 2000, when results of the study to that point will be presented for comment and discussion.

For further information please contact:

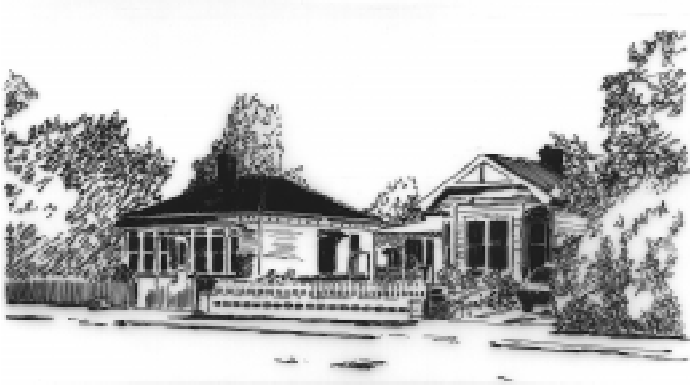
Stuart Woods
Phone 371 1615

OPPORTUNITIES FOR ST ALBANS

Some of the things which could be undertaken in the area are:

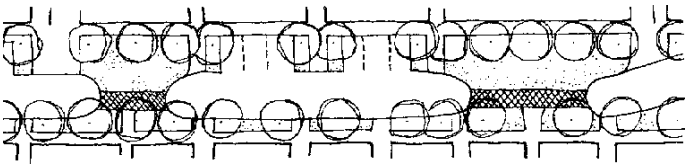
Building on Character

- Site and building design guides
- Ensuring consistent street design



Traffic Management

- Landscape enhancements for arterial and collector roads
- Narrowing local roads/creating cul-de-sacs/road stopping
- Reorganising on-street parking



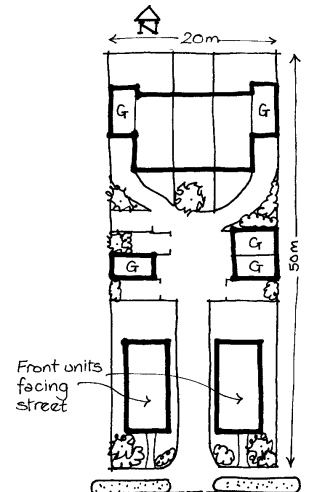
Parks and Open Space

- Making better use of the street for green space
- Development of open space around existing community facilities
- Using waterways to connect and expand on open space

NB St Albans is a priority area for acquisition of open space by the Council

Encouraging good development

- Design advice to property owners
- Encouraging amalgamation of sites
- Degraded properties for demonstration sites
- Comprehensive development of Orion site for housing and open space



Other initiatives could be undertaken by the community. St Albans has the advantage of:

- A core group of supportive residents
- High level of community commitment to the area
- Wide network of community groups



If you have any ideas or wish to support, oppose or comment on any of these suggestions...



Please send in your feedback form

WHERE CAN I FIND OUT MORE?

Christchurch City Council Community Plan 1999 (Shirley/Papanui) Papanui Service Centre, September 1999

Indigenous Ecosystems of Otautahi Christchurch – Set 3: The plains of Shirley-Papanui & Fendalton-Waimairi Lucas Associates, October 1996

Large buildings in lower density living zones – A Design Guide Environmental Policy and Planning Unit, Christchurch City Council, July 1999

New housing in Living 3 Zones – A Design Guide Environmental Policy and Planning Unit, Christchurch City Council, October 1999

St Albans from Swamp to Suburb – An Informal History New Zealand Federation of University Women, Canterbury Branch, 1989

Thinking of Fencing Environmental Policy and Planning Unit, Christchurch City Council, November 1999