



Tell us
what you
think





draft **Central City Plan**

August 2011 - Volume 1

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Christchurch City Council
PO Box 237, Christchurch,
New Zealand.
Tel: +64 3 941 8999
Fax: +64 3 941 8984
Web: <http://www.ccc.govt.nz>

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Mihi/Prayer



Mihi/Prayer

*Ka huri nei te moko ki te hau tere
I heki takamori ai i a Maukatere
Kia pākia Kā Pākihi o te
mawhera mata whenua
I te kūkumetaka mai a Rūaumoko i
ōna here ki tēnei ao
He mate kai tākata, he mate kai
whenua
He mate kai hoki i te kākau momotu
kino nei
Auē te mamae e!
Nei rā te reo mihi a Tūāhuriri
Tēnei te karaka o te iwi hou
Kāti Morehu, Kāti Waitaha, Kāti
Ōtautahi
Ōtautahi, maraka, maraka
Kia ara ake anō ai te kāika nei
Hei nohoaka mō te katoa
Tūturu kia tika, tūturu kia kotahi
Tūturu kia whakamaua ake ai kia
tina, tina!
Haumi e, Hui e, Taiki e!
Te Ngāi Tūāhuriri Rūnanga*

Explanation:
This mihi is given by the Ngāi Tahu
Rūnanga – Te Ngāi Tūāhuriri- to
acknowledge and respect the people who
have been lost and those whose hearts are
grieving them, and the sorrow of this . It
also acknowledges the losses and pain of
all people in Christchurch and Canterbury
who have suffered as a result of the
earthquakes. Ngāi Tahu recognise their
atua/god Rūaumoko as having pulled his
umbilical cord and caused so much to
break, including land from the mountains
to the sea. While acknowledging the pain,
Ngāi Tahu see us uniting us as one people
- the survivors (morehu) of Christchurch
and Canterbury. The mihi is a call to
Christchurch to rise up, and together to
rebuild Christchurch brighter and better.

Foreword

Christchurch City Council



Out of adversity comes an unprecedented opportunity. We are embarking together on one of the most exciting projects ever presented to a community in New Zealand, perhaps the world.

The opportunity to rebuild our Central City.

To face the challenges of a new century in a way that embraces a new awareness of not just our local environment and needs, but also of the global reality we face.

The end result is still in our collective imaginations - all of them slightly different, but in common we have some strong themes. These themes form the basis for the plan.

It is the beginning of our next community conversation, not the end of the process.

We want the best for Christchurch. A city for opportunity and investment, a city of green spaces and artistic endeavour, a city for people and a legacy for those who follow us.

Please engage constructively in this process, we've seen destruction over the last year to fill many lifetimes.

We dedicate this discussion to those we loved that we lost, to those who reached out from around the globe and New Zealand who helped us and inspired us when we most needed it, and to the people of this great city and province who in turn inspired the world.

This is our city, it will rise again.

Bob Parker
Mayor of Christchurch

Ngāi Tahu

Tērā te rā e whiti ana kei tua atu Tāwauwau.

E tūtaki ana ngā kapua o te rangi, kei runga te Mangōroa e kōpae pū ana. Ahakoa ngā nekeneke, ngā korikori o Rūaumoko, ka tū tonu tātou te mano pōpokorua māia o Ōtautahi, o Waitaha. Ki te kore he whakakitenga ka ngaro te iwi. Hī ake ana he rā whatiwhati kō. Ko ngā ihu ki te one, ko rau ringa ki te mahi, hei oranga mō te iwi. Me manawa tīti tātou kia haumāuiui te whai. Tēnā anō tātou katoa.

Ngāi Tahu continue to share with you the tragedies and triumphs of this time. The events of September and February were initially devastating yet they have also provided fertile ground for a renewed vision of ourselves and Christchurch. Never before in our time have we had an opportunity to value and appreciate ourselves and each other more.

He aha te mea nui o te ao? He tangata! He tangata! He tangata!

What is the most important thing in the world? It is people! It is people! It is people!

I am delighted to see an approach to rebuilding the Central City which acknowledges the needs of our families and our old people in how the city is accessed, lived in and enjoyed. And which puts remembering our losses at the heart of the Plan. I am especially grateful to see how well Council have responded to our call to take this unprecedented opportunity to design a cityscape that acknowledges our shared past, our shared experiences and our common future, that acknowledges the importance of this for Ngāi Tahu and Māori in Christchurch, and that reflects the importance of the waters, the natural environment and the need to create a sustainable city.

While we see areas of the Plan where we would like to see more, the plan is a



positive and encouraging framework for our future, and Ngāi Tahu look forward to a strong relationship with Council as the City redevelops under this plan. I congratulate Mayor Bob Parker, the Councillors and staff for the extraordinary effort and achievement that is reflected in this Plan. I also congratulate all those citizens who contributed, including our own people who have assisted Council to develop a plan that invites a future in which Māori, and especially Ngāi Tahu in this city, can see themselves reflected within.

This Plan is rightly a people plan - about people, by people, for people! In the words of one of our whānau Aroha Reriti-Crofts, “Build the whānau and you will build the city.” This sums up our aspirations and this is reflected in the Central City Plan. I am optimistic that the unfolding of the city redevelopment can deliver this for us all.

Mark Solomon
Kaiwhakahaere
Te Rūnanga o Ngāi Tahu

Environment Canterbury

Christchurch is a city with a critical part to play in the future success and prosperity of Canterbury and indeed New Zealand.

In recent months I have been heartened to see the breadth and depth of community input into the Central City Plan through Share an Idea and a range of other forums. Those who live and work here have taken a strong interest in how the Central City moves forward to regain its strength and vibrancy.

Environment Canterbury commissioners and staff have been regularly briefed by the Christchurch City Council as it has developed the recovery plan, and we have been pleased to have been involved. It is obvious that a great deal of thought has been put into planning to create a more sustainable, people-scale environment, where the city’s waterways and natural environment play a substantial role. How the community moves in and around the city – in terms of public and private forms of transport – is also central to creating a thriving future city.

More than anything, Christchurch must be a place people want to spend time in, and invest in. I encourage everyone with an interest in the future of the city and region to do as I and my fellow commissioners will be doing - reading the draft Plan, and providing input so the final recovery plan is the best it can possibly be to guide the recovery of the Central City.

Dame Margaret Bazley
Chair of Commissioners
Environment Canterbury



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			Disclaimer <i>Under the Canterbury Earthquake Recovery Act 2011, the Christchurch City Council was given responsibility for developing the recovery plan for the Central Business District, referenced throughout this document as the Central City Plan. In the legislation the Central Business District is defined as the area bounded by the four avenues, that are Bealey, Fitzgerald, Moorhouse, Deans and also Harper Avenue.</i> <i>This has been done in consultation with CERA, Ngāi Tahu, ECan and the Greater Christchurch community.</i> <i>Council is undertaking further consultation on this draft plan. The information used is the basis of this draft plan is the most up to date available at the time of writing.</i>

Our Central City

Our Central City will be strong, vibrant and prosperous, at the heart of a 21st century Christchurch.

Our Central City will be home to a thriving cosmopolitan community who cherish their past, celebrate its unique and engaging vibe and embrace its bold commitment to urban sustainability. It will be a place of both energy and refuge, a city in a garden, with a distinctive modern urban identity.

Our Central City will champion business and investment, will be a delight to visit and a great place to call home.

Our redeveloped Central City will be achieved through courageous civic leadership and the decisions of individuals, businesses and organisations who are the lifeblood of its success. The Central City Plan provides the framework to achieve this, built out of the ravages of the devastating earthquakes of 2010 and 2011. The Plan responds to the opportunity to develop new and different physical spaces, learning from the past, embracing the future, and creating an exciting and compelling urban centre for our city.

Central Christchurch will be redeveloped as a low-rise, resilient, safe and sustainable city. It will be easy to get around, with a business-friendly compact central area, an array of inviting green spaces and plenty of activities to draw people into the Central City.

The Central City Plan has more than 70 projects to be implemented during the next 10 to 20 years, each designed to help rebuild the area within the four avenues and create a vibrant, prosperous area for residents and visitors to enjoy.

Christchurch will become a city for people, a place recognised globally as one of the great cities of Australasia. The Plan describes the key changes the city will make to help create this new future. The top ten changes are:

- 1 Avon River Park/Papawai Ōtakaro** – the banks of the Avon River/Ōtakaro will be widened and celebrated as Christchurch’s new riverfront park with boardwalks and spaces inviting people down to the water’s edge. Avon River Park/Papawai Ōtakaro will be a pedestrian and cycle friendly area offering a continuous journey through the Central City, recognising the river’s rich cultural heritage and the natural environment.
- 2 Compact CBD** – shops and offices will be encouraged to re-locate into a smaller, defined and concentrated area, bounded by Lichfield, Manchester and Kilmore streets and the Avon River/Ōtakaro, to create a more vibrant compact city centre with high-quality, people-friendly streets and spaces. (Retail and commercial businesses will still be able to operate outside this area).
- 3 Light rail** - a light rail system is planned for Greater Christchurch to support planned significant growth in public transport patronage as the Central City redevelops. The short-term route will be developed from the University to the Central City, with the strategic long-term goal being a shared regional priority to establish a light rail system linking settlements in Greater Christchurch, including Lyttelton, Rolleston and Rangiora to the Central City and key attractions.

- 4 Metro-sports hub** – a new sports hub, home to world-class sporting facilities including a state-of-the-art aquatic centre, indoor stadium, a health and fitness centre and elite performance training facilities will be built in the south-eastern corner of the Central City. This will provide great facilities for residents and strengthen the city’s reputation as a premier international sporting destination.

- 5 Christchurch Hospital** – redevelopment of Christchurch Hospital will provide the city with modern, safe and resilient tertiary hospital facilities to serve the greater Christchurch region and South Island, and act a catalyst to attract a range of health and medical businesses and research and training institutes to establish a health precinct.

- 6 Cathedral Square** – the greening of the civic and cultural heart of Christchurch will create a great place to visit, meet friends, enjoy a picnic or simply linger and enjoy the sun.

- 7 Central Library** – a new central library will be built to provide the community with a learning hub; a place to celebrate cultural diversity, where everyone can enjoy reading, access digital information and be involved in lifelong learning.

- 8 Transport choice** – the Central City will be easier to get to and about. Christchurch’s new transport network will be designed to create a safer and more pleasant environment in which to walk, cycle, use public transport or drive and park with ease.

- 9 Convention Centre** – a world-class convention centre will be developed to attract new and exciting events to the city which will support a thriving hospitality and tourism sector.

- 10 Neighbourhood Parks** – a network of neighbourhood parks and gardens spread throughout the Central City will provide inner city residential and mixed use neighbourhoods with a variety of green spaces to enjoy a healthy, active lifestyle.

These changes also provide the framework for new investment in community, business, and in the civic fabric of the city. These are complemented by incentives, regulatory changes and programmes that will help bring the Central City back to life, creating a city that epitomises the spirit of Christchurch.

Legend

- ||||||| Light Rail
- Compact CBD
- Main Streets
- One Way to Two Way Streets
- Avenues
- ● ● Bike Network
- ➔ Neighbourhood Parks

The Plan



Share an Idea

Within 10 weeks of the February earthquake, the Christchurch City Council launched Share an Idea, a public engagement campaign aimed to maximise community involvement in the Central City redevelopment.

With about half the buildings in the Central City needing to be demolished, along with much of the heritage which gave the city its international reputation as an English city, it was quickly recognised that the face of Christchurch had changed forever. The level of destruction meant the Central City would need to be completely rebuilt in places, opening up the possibility to rebuild the city to respond to the needs of today's residents and also those of future generations.

While aftershocks continued to rattle the city and its residents were dealing with damaged homes and lack of basic services, the Council asked residents to think about their Central City with the launch of Share an Idea.

A website – shareanidea.org.nz – was developed to make it easy for residents to share their ideas whenever it was convenient; at 3pm before the children were home from school, at 1am after they had finished their night shift or at 9pm after completing chores and heading to bed.

The website generated more than 58,000 visits during the six weeks it operated, the average length of visit being five minutes and 14 seconds – this compares with just over two minutes for popular sporting websites.

Initially the website asked people for their thoughts on how they wanted to move about the Central City, what public spaces and activities they would like to see in the area, the type of businesses they thought were appropriate for the Central City, and what was needed to attract people back to the Central City to live, work and play. As ideas continued to flow in, the website was used to ask targeted questions in the four key areas of move, market, space and life.

A two-day Share an Idea Community Expo was also held in May, more than 10,000 residents attended the event. They shared their ideas on Post-it notes, by making a video clip, building their Central City out of Lego, filling out questionnaires, going online and/or leaving a last thought as they left the venue.

In addition to the Share an Idea campaign, a series of 10 public workshops were attended by 450 residents, there were drop boxes for ideas at the University of Canterbury and Christchurch Polytechnic and schools were also involved. Ideas were sought through Facebook and Twitter.

Share an Idea had a presence on YouTube, through radio and print media with advertising and stories, on television and 160,000 households in Christchurch received the Share an Idea tabloid. E-newsletters were sent weekly to a database of 7000 people during the Share an Idea phase.

A total of 106,000 ideas were shared during the six week campaign – that is one idea from every 2.2 residents. Share an Idea generated a level of community involvement that has never been seen before in New Zealand.

Share an Idea showed the passion Greater Christchurch and the global community had for Christchurch and the Central City; the response was overwhelming, highlighting the commitment by everyone to make Christchurch a great city again. This commitment will be critical as work begins to redevelop the Central City during the next 10 to 20 years.



More than 100 stakeholder meetings were also held during this period, including one-off meetings with individual organisations, weekly meetings with business representatives and various workshop-type gatherings to formulate ideas.

Key stakeholders have played a critical role in working with Council to identify the key activities and projects to revitalise the Central City. During this phase of idea sharing, these stakeholders have had an equally important role in helping to define the key issues for the long-term redevelopment of the Central City.

Feedback also came through from professional institutes, various interest groups and from numerous conversations in the community. This included the 48-hour Challenge, a key engagement opportunity for professional bodies to share their ideas on the redevelopment of the Central City. Elements from these entries have been used to inform the development of the Central City Plan.

Above: The New Zealand Wood team of Jasper van der Lingen, Dr Jacky Bowring, Chris Speed, Ben Carter, Paul King, Di Lucas and Jason Guiver's winning 48 hour Design Challenge entry for the redesign of the Orion site displaying adaptive reuse, innovative architecture and civic landscape.



Above: The Share an Idea Community Expo was attended by more than 10,000 residents.



Above and right: Residents share their ideas of what they want in the redeveloped Central City at the Expo and one of the 10 Public Workshops.



Above: 45,146 ideas were received through the Share an Idea website.

What you told us

Through the Share an Idea phase, a number of themes emerged, linking the ideas across the four themes – move, market, space and life. This is what our community asked for:

- A city full of people
- A destination with exciting things to do and places to visit
- Full of green and inviting spaces
- Easy to get to and to walk around
- Low rise with safe, sustainable buildings that look good and function well
- More green in Cathedral Square
- Walkways, cycle lanes and things to do along a redeveloped Avon River/ Ōtakaro
- A city for all ages and abilities
- A business friendly city
- A community-led plan
- Less cars, less buses, less concrete

Right: The ideas the community shared to create vibrant, prosperous Central City.



Themes

Through Share an Idea, the community told us what they wanted in their Central City under the four general themes of move, market, space and life.

Based on strong feedback from the public about their desire to see more green spaces and use of green technologies in the city, a theme Green City was added to the draft Central City Plan.

The space theme was re-titled Distinctive City to better reflect our community's ideas on built form and identity.

Inspired by the ideas through Share an Idea and our stakeholder engagement, a range of possible interventions or actions to help support the recovery of the Central City were grouped around five themes and these form the basis for the five key chapters in the Central City Plan. These themes are:

- Green City
- Market City
- City Life
- Distinctive City
- Transport Choice

The projects outlined in the following chapters are both affordable and deliverable. Each has an indicative budget, timeframe for implementation and identifies a lead agency responsible for delivering the project. As noted in the introduction, the implementation details of these projects will be fully developed as the draft Plan progresses through to the final in December 2011, and beyond that through the normal Council approval and budgetary processes.

Right: The emerging themes from the 106,000 ideas the community and stakeholders shared for the redevelopment of the Central City.

Central City Plan Themes and Interpretations:



What will change

From the wealth of ideas shared by the community and stakeholders, the five key initiatives which will ensure the Central City is redeveloped to be a strong, resilient, vibrant and economically prosperous city again are:

Green City

A greener more attractive city, supported by a wider and upgraded Avon River/Ōtakaro corridor, a greener Cathedral Square, new street trees throughout the Central City, 500 new Green Star-rated buildings, rain gardens, surface stormwater treatment and a new network of neighbourhood parks.



Left: The before and after graphics showing the five key initiatives to redevelop the Central City.

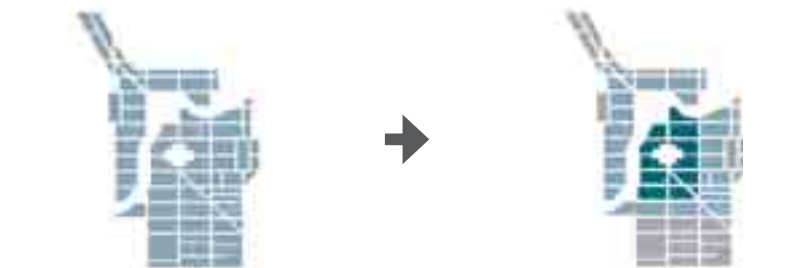
Stronger built identity

A low-rise city with safe, sustainable buildings that look good and function well, supported by urban design controls, new regulation and incentives, strengthened heritage buildings with adaptive reuse, new lanes and courtyards and precincts of distinct activities and character.



Compact CBD

A more compact Central Business District (CBD) supported by business incentives, new regulation, well-designed streetscapes, a redeveloped Convention Centre, new regional and central government offices, ultra-fast broadband and free WiFi, short-term free car parking in Council-controlled car parking buildings and bus routes around the edges of the CBD.



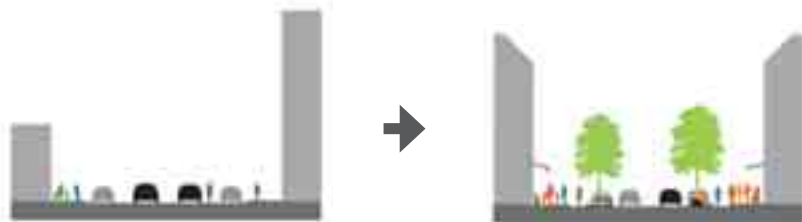
Live, work, play and learn

Making the Central City a great place to live, work, play and learn, supported by high-quality inner city housing options and demonstration projects, residential incentives, improved access to a wide range of schools, new metropolitan sporting facilities, a new Central Library, new public art and a performing arts venue and playgrounds.



Accessible city

A city easy to get to and around, supported by excellent walking and cycling paths, high-quality public transport, short-term free parking, a network of green two-way streets, and an efficient and attractive ring road for traffic around Moorhouse, Fitzgerald, Bealey, Harper and Deans avenues.



Implementation

Three broad methods of implementation are proposed in the Central City Plan:

1. Rebuilding Infrastructure

An essential part of the Plan is to rebuild the core infrastructure necessary for the Central City to function, including roads, pavements, water supply, wastewater, sewage, electricity, street and traffic lights, and communication networks. Although this work will be largely invisible, it is likely to be the most significant cost of the rebuild.

Generally this work will involve replacing or restoring damaged infrastructure, however, in specific areas the infrastructure will be enhanced when it is replaced, in order to support private investment and the recovery of the Central City.

Areas of enhancement will include the roll-out of ultra-fast broadband services to support businesses, investment in high-quality public spaces in the compact core to support private investment and to create an attractive environment for staff retention, surface stormwater treatment to enhance water quality in the Avon River/ Ōtakaro and changes to the use of streets to support better access to the Central City and restrict the amount of through traffic.

Public Investment

A second strand of the Plan is the public investment in catalyst projects. An essential part of restoring business confidence in the Central City will come from public agencies leading by example and investing in projects which act as catalysts for further developments and clusters of activities.

Proposed catalyst projects include:

Metropolitan Sports Facility – an aquatic centre with international competition 50-metre and diving pools, and indoor recreation courts, artificial sports turfs, and a high-performance sports facility (Christchurch City Council)

Expanded Central Library – enhanced digital access, performance spaces, meeting rooms, potentially co-located with National Library and Archives services (Christchurch City Council/ central government)

Hospital redevelopment – fast-tracked to support recovery through provision of a safe and resilient hospital and associated health precinct (Canterbury District Health Board/central government)

Avon River Park/Papawai Ōtakaro – showcasing the Avon River/Ōtakaro and transforming it into Christchurch's riverfront, a green corridor for people linking Hagley Park to the Estuary (Christchurch City Council/Te Runanga o Ngāi Tahu)

Performing Arts Centre – providing a new mid-size performing arts venue and rehearsal spaces (central government/ Christchurch City Council)

Professional Theatre – a new state-of-the-art theatre to support the city's performing arts groups and theatre companies (Christchurch City Council/ private and public funders)

Local and central government offices

hub – providing shared services for local and central government departments, reinforcing the collaborative model of inter-agency cooperation established since the Canterbury earthquakes (central government/local government).

EPI-Centre – a national earthquake institute, sited close to Latimer Square, providing earthquake related information, educational programmes and research services nationally (central government/ Christchurch City Council).

3. Supporting Private Investment

As part of the recovery of the Central City it is anticipated that the private sector will invest up to 10 times more than central and local government.

The third strand of the recovery plan is providing a framework to guide private investment and to protect its value where possible. There are four key components:

- a. Leadership – having an agreed plan for recovery and facilitating and supporting private investment which fits within this plan
- b. Regulation – using regulation wisely to ensure that new development will support the recovery plan for the central city while not unduly restricting developments
- c. Incentives – using financial and other incentives to encourage and direct new developments which support the recovery plan for the Central City
- d. Partnerships – with private developers to achieve specific outcomes in the public's interest.

Introduction

Christchurch

Christchurch is located on the east coast of New Zealand's South Island and in June 2010 was home to 376,700 people – about 8.5 per cent of New Zealand's population.

As the second largest city in New Zealand, Christchurch is the gateway to the South Island for tourism and business.

Canterbury is estimated to account for 14.2 per cent of New Zealand's total production and employs about 13 per cent of the nation's workforce, with manufacturing, health and education contributing more than average amounts of Gross Domestic Product (GDP) compared with the remainder of the country.

Before February 2011 and the earthquake that shutdown the central business district, resulting in job losses and destroying homes and neighbourhoods, Christchurch's Central City was home to more than 6000 businesses, employing 51,000 people, and annually hosted 1.8 million visitors.

Right: An aerial view of the Central City post-February 22 earthquake.



Introduction

The magnitude 6.3 earthquake which ripped through Christchurch in February 2011 was the most destructive earthquake to strike a New Zealand city in 80 years; the last being in Napier in 1931.

It was the third in what was to be four significant earthquakes/aftershocks to hit the city in 10 months. It caused extensive damage to Christchurch's Central City; it resulted in the loss of 181 lives, injured many others; destroyed buildings, badly damaged many more; forced the closure of business, resulted in many job losses; and changed the face of the Central City forever.

The natural disaster shut down the Central City, with up to 50 per cent of the buildings in what is known as the Central City cordon (red zone) needing to be demolished, along with it much of our heritage.

As Christchurch looks to rebuild and redevelop the heart of the city, it must pay respect to the heritage of what remains in the Central City as it develops a bold, new future for the city. The city needs to be strong, resilient and vibrant, and most importantly bring people back into its heart.

Christchurch's Central City must be a place where people feel safe, where they want to go to shop, do business and be entertained; and where more people want to live because of the lively atmosphere - day and night.

Since April, the Christchurch City Council has been working on the redevelopment of the Central City, having been given responsibility to develop the draft Central City Plan under the Canterbury Earthquake Recovery Act 2011, working with Canterbury Earthquake Recovery Authority (CERA), Te Rūnanga o Ngāi Tahu, Environment Canterbury (ECan) and the Greater Christchurch community.

Within 10 weeks of the earthquake, the Council launched Share an Idea, a campaign designed to get the community involved by sharing their ideas on how they would like the Central City to be redeveloped following the earthquake. This yielded 106,000 ideas from our community and key stakeholders which were read and entered into data analysis program to be coded into common themes. This allowed the searching of common themes, topics and words; the information being sorted and grouped into emerging themes, and to reveal great one-off ideas.

The Central City Plan has been written based on these themes, identified both by the community and key stakeholders.

The Central City Plan will guide the redevelopment of the Central City during the next 10 to 20 years. It sets out how the Council will work with CERA, ECan and Ngāi Tahu, as well as central government, private investors, developers, businesses and the community to rebuild and redevelop the Central City in line with what the community identified as critical to make Christchurch a great city again.



Why are we keeping the grid and rebuilding in the Central City?

Christchurch has lost large parts of its architectural heritage as a result of the recent series of earthquakes. The longest lasting heritage feature of cities are their street patterns which survive long after the original buildings have disappeared. Christchurch's street grid was laid out by Edward Jollie in 1850 and is an essential part of Christchurch's identity and character - it is how we know and find our way around the Central City. It is part of the 'core architecture' of the city.

There are also strong economic reasons for keeping the grid. Although large numbers of buildings and parts of the public infrastructure in the Central City have been damaged or destroyed, there will be a significant number of surviving buildings and public infrastructure that remains. To change the grid significantly would involve replacing or moving these surviving buildings and infrastructure, adding substantial additional costs on to a city already struggling to deal with earthquake damage.

Similarly, any rearrangement of the grid

would have significant effects on existing property rights and would be likely to involve both financial compensation and legal disputes. The expense and frustrations of such a process would further burden an already damaged city and would overshadow any positive rebuilding progress.

Preliminary geotechnical advice suggests that rebuilding is possible throughout the Central City. Internationally, grid street patterns have proved to be highly efficient and resilient and the grid has served Christchurch well, providing good access to all parts of the Central City and a strong network of public spaces.

Christchurch has grown concentrically around the original city grid forming a radial city structure. This structure is shaped by key radial streets such as Papanui, Pages, Riccarton and Blenheim roads and Cranford and Colombo streets which provide direct access to the Central City. It would be difficult, if not impossible, to move the Central City to a new location which was equally accessible to different parts of the city and which could be linked efficiently into city-wide transport networks.

Above: Christchurch's Central City will be redeveloped to be a strong, vibrant and resilient city again.

How to make a written comment

Who is involved?

The Draft Central City Plan can be viewed from Tuesday 16 August 2011

- online at www.centralcityplan.org.nz or
- on CD and in hard copy from open Christchurch City Council service centres and libraries, and upon request from our call centre - phone 941 8999 or 0800 800 169.

It can also be viewed and discussed at a series of roadshows around Christchurch between 23 August and 4 September and at a drop-in centre from 5 to 11 September.

Written comments can be made:

- via the web www.centralcityplan.org.nz
- via email to centralcityplan@ccc.govt.nz or
- on the printed form or in a letter either
- posted to Freepost 178
Central City Plan comments
ChristchurchCity Council
PO Box 73001
Christchurch8154
- or delivered to a drop-box at
Christchurch City Council service centres.

Comments will be accepted from Tuesday 16 August to 5pm on Friday 16 September 2011.

To ensure receipt, please hand deliver last-minute hard copies to the drop-box in the foyer of the HSBC building, 62 Worcester Street, Christchurch.

Council will acknowledge receipt of all written comments.

Hearings

The Council will hold public hearings for people who wish to appear and be heard. These will be held in the week beginning 3 October 2011.

The intention is that this opportunity is used to make comments that are necessary to clarify those made in writing, or for those who prefer to appear in person rather than write to the Council.

No-one will be denied the opportunity to appear and be heard, if that is requested. However, depending on the number of requests received, the time available may be limited.

People requesting to be heard will receive information about the hearings in writing, by email or by telephone.

The Council will meet in mid December to approve the final Plan to go to the Minister of Canterbury Earthquake Recovery Authority.

Under the Canterbury Earthquake Recovery Act 2011, the Council was given the job of leading the development of a recovery plan for the Central City. This has been done in consultation with the community and with Canterbury Earthquake Recovery Authority, Te Rūnanga o Ngāi Tahu and Environment Canterbury. Their feedback has been invaluable in helping to refine the Plan and ensure it aligns with the expectations of their own organisations.

The community contributed 106,000 ideas to help inform the direction for the draft Plan. This highlights the community's passion, commitment and personal investment in the redevelopment of what is the heart of their city. These ideas were generated from the Share an Idea Community Expo, the Share an Idea website, public workshops, interest groups, stakeholder meetings, professional bodies and various conversations within our community.

The draft Central City Plan was also developed by taking into account the work already done by Council to revitalise the Central City and in line with other adopted Council strategy and policy, including the Greater Christchurch Urban Development Strategy (UDS).

The Council met regularly with and worked closely with Te Rūnanga o Ngāi Tahu, ECan and CERA during the development of the draft. Their feedback has been invaluable in helping to refine the Plan and ensure it aligns with the expectations of their own organisations.

Purpose of the Plan

The Plan sets out how the Central City will be redeveloped and rebuilt following the February earthquake.

As the heart of the city, much had already been done by the Council to revitalise the area. The purpose of this Plan is to build a strong, prosperous place where people want to invest for the future, where residents want to spend their time and where tourists want to stop for a few days. However, to future-proof Christchurch, the redevelopment of the Central City provides an opportunity to look beyond the next 20 years. The Central City Plan is robust, enduring and achievable; it looks to create a Central City to serve the needs of the community today and for the next 150 years.

Christchurch has always been a planned city. This last happened comprehensively when the city was founded in 1850. More than 160 years later a natural disaster has presented with a rare opportunity in a city’s history to do it again.

The Plan gives the Central City a new look, new energy and new confidence, it ensures it is a place with improved urban design, public facilities, community services and a vibrant heart.

It provides the platform to attract new investment which will make Christchurch’s Central City a prosperous place for business, retail and professional industries to develop and thrive.

How it is funded?

The Plan includes projects and tools to redevelop the Central City which total several billions of dollars. Funding of these projects will need to be in partnership with central government, and in particular the private sector, building and landowners, who will be responsible for redeveloping their properties.

Council will look to form partnerships and develop projects as detailed in the Plan, as well as working to attract national and international investment into the Central City which will achieve elements of the Plan.

How will the Plan be implemented?

Projects in the Plan will be staged and implemented during the next 10 to 20 years. Each project has been prioritised, giving a time frame for implementation.

In order to facilitate the implementation of the Plan, changes have been proposed to the Christchurch City Council City Plan 2005 (the operative District Plan). These changes remove existing restrictions that might hamper some projects, expressly provide for the achievement of other projects, and introduce changes to generally achieve the built environment that the Plan envisages. Changes have also been made to the Global Stormwater Consent requirements.

The five guiding principles

The development of the draft Central City Plan has been guided by five principles defined by the City Council as vital to creating a vibrant and prosperous city.

These are:

- 1. Foster business investment
- 2. Respect for the past
- 3. A long-term view of the future
- 4. Easy to get around
- 5. Vibrant central city living

Foster business investment

- a. Rebuild an economically viable and affordable city
- b. Attract new business and talent
- c. Support business through high quality and innovative infrastructure

Respect for the past

- a. Enhance the beautiful setting of Christchurch beside the Avon River and Hagley Park, at the foot of the Port Hills
- b. Celebrate the city’s unique Maori and European culture and heritage, and natural environment, for today’s and future generations.
- c. Respect the existing street pattern

A long-term view of the future

- a. Build-in safety and resilience to withstand natural disasters and climate change
- b. Promote a green and sustainable garden city
- c. Support a complementary balance between the central city and suburban centres

Easy to get around

- a. Promote a city that is easy and safe to get around
- b. Support a balance between walking, cycling, public transport and driving

Vibrant central city living

- a. Create an attractive and vibrant central city to attract people to live in Christchurch
- b. Encourage a healthy mix of housing, schools, entertainment, offices and shops in the central city
- c. Ensure that public spaces and buildings are people-friendly and liveable

The way ahead

Development of the draft Plan into the final Central City Plan.

The Draft Plan will be developed further before the final plan is presented to the Minister for Earthquake Recovery in December 2011.

It will take into consideration the changes following written public comments and Council hearings, as well as the development of the projects and incentives into more a detailed implementation plan. This section provides further detail on what will be prepared by the Christchurch City Council as it develops the final Central City Plan.

The projects contained in the Plan will be implemented within the built and natural environments of the Central City. The additional complexities of the earthquake and its associated uncertainties for the community and economy, mean all the projects will need to be supported by robust implementation plans.

The following provides details on the components of these plans that will be developed before the Central City Plan is finalised in December 2011.

Public and key stakeholder consultation

Projects and incentives detailed in the Plan were developed in consultation with Te Rūnanga o Ngāi Tahu, ECan, CERA, the community, business and industry representatives and key stakeholders. The Plan and projects will be developed taking into consideration written public comments and Council hearings. A summary of the public consultation and key stakeholder engagement summaries will be in the Appendices of the final Central City Plan.

Geotechnical factual and interpretive reports

Geotechnical reports will help provide certainty on land suitability for the projects detailed in the draft Plan and also assist private development decision-making. Tonkin & Taylor will produce two reports to be included in the Appendices of the final plan. All geotechnical reports for the city are being coordinated by CERA and will require the Minister’s approval before being released.

A Geotechnical Factual Report will detail the results obtained from boreholes, Cone Penetration Tests and Geophysical Surveys and samples taken on a grid pattern throughout the Central City.

In addition, a Geotechnical Interpretive Report will provide conclusions, based on the factual report data, which will guide those tasked with implementing the development of new buildings and infrastructure.

The information contained within these reports will provide more detailed data relative to the projects contained within the Central City Plan.

Specific project site information

A number of the projects currently identified in the Plan repair or replace existing facilities. Further information regarding the status of these buildings/ infrastructure will be provided during this next phase and will be detailed in the final Plan.

Insurance

Insurance companies and their reinsurers are facing what they describe as “unprecedented events” and Canterbury’s earthquake risk level remains a real concern to the insurance industry. The primary issue revolves around the level of ongoing seismic activity to the extent there is no appetite for insurers to take on new risk (i.e. risk they do not currently have). This has a significant impact on rebuilding with little (if any) ability to secure insurance for these projects. The banking industry is wanting certainty that standard insurance cover, including earthquake cover, is in place at the outset of a project. This issue is well known at all levels including central government and is a significant risk factor that could impact on delivery of the Plan.

Other relevant information to consider when reading the draft Central City Plan is:

Population forecasts and demographics

Projects in the draft Central City Plan have been proposed based on population and demographic forecasts in the Greater Christchurch Urban Development Strategy. This does not take into account the long-term effects of the February earthquake in displacing households and businesses, which are not yet known.

Development of the projects in the Central City Plan, including the number of commercial and residential incentives, and infrastructure requirements, will be influenced by population growth.

Details of the forecasts and the model used to detail this growth will be outlined in the Appendices of the final Plan to assist with the phasing of the projects and build-up of the new Central City infrastructure requirements.

Market demand analysis and supplementary economic studies

Demand from both businesses and residents for space within the Central City will be further analysed and subject to additional demand modelling and analysis to provide a time and volume-based estimate. The results of this market demand analysis will be summarised in the final Plan and reflected in the development of the projects.

Supplementary economic studies will be undertaken based on any market feedback during the consultation phase where this indicates potential economic, financial or commercial barriers to the redevelopment of the Central City. Essentially, the studies will consider the commercial or market implications and, where applicable, develop solutions to be included in the final Plan.

Peer reviews of retail, tourism and transportation strategies

Three separate peer reviews will be undertaken on how the Plan meets the needs of the retail, tourism and transportation industries. Retail and tourism strategies are available and their recommendations will be used to refine the projects and incentives in the final Plan.

Integrated sustainability assessment

An integrated sustainability assessment will consider the Plan's likely impact on a set of measures for sustainability, health and social wellbeing. An assessment framework has been developed and tested during preparation of the draft. This framework will be applied to the completed draft and the results included in the Appendices of the final Plan.

Integrated plan and project assessments

An assessment of the draft Plan and the projects against the five Guiding Principles will be undertaken and any gaps addressed in the final Plan and the Appendices.

Economic assessments

High-level cost-benefit assessments of all significant projects in the draft plan are to be undertaken to identify the effects of these projects on the Christchurch community.

Traffic, public transport and parking demand analysis

An essential element of the transportation components of the integrated Central City Plan are the detailed modelling and analysis of road traffic, public transport and parking demands within the Central City and these components and linkages across the wider city transportation networks.

Results of the analyses will be included in the Appendices of the final Plan and will help support the transportation components of the Plan.

Specific project implementation plans

While most supporting analysis and studies are applicable across the Plan, project level implementation plans will be developed for all projects. These implementation plans will consider the following for each project:

- Detailed cost estimates including all assumptions and exclusions
- Funding, governance structures and procurement strategies for each project
- Risk and opportunity analysis with mitigation actions for each project
- Interface and stakeholder analysis for each project
- Schedule of works for each project plus an integrated phasing plan for all projects referenced in the final Plan
- Value management analysis for each project
- Economic cost benefit analysis for projects identified during consultation as having a potentially significant cost on the community, business or developers.

It is intended these plans will ensure all required elements to begin work on each project are further developed when the final Plan is completed in December 2011. Detailed implementation planning will continue over the life of the Central City Plan. It is noted, the implementation of some projects will take several years and some will not be scheduled to start until after other projects in the Plan are completed. These implementation plans will be reviewed regularly, as defined in the Plan.

Tangata whenua



Ngāi Tahu and the Central City

Ngāi Tahu are recognised under the CERA legislation, a key organisation to have input in the Central City Plan, and aspects of this Plan reflect the aspirations of Ngāi Tahu as a vital part of a dynamic, inclusive 21st century Christchurch – Ōtautahi.

While this Plan necessarily presents a shared vision and programmes for the redevelopment of the Central City, it also presents Christchurch with the opportunity to both incorporate and showcase Ngāi Tahu cultural identity and values in a more visionary and integrated way. It takes the approach of intertwining Māori culture into a plan for redevelopment of the Central City, and as such, can be celebrated as a sound foundation for a 21st century relationship.

Ngāi Tahu have been a part of the fabric of this city for centuries. Tribal mythology takes the whakapapa connections for Christchurch back to the early ancestor Tūterakiwhānoa who made this land habitable for people with abundant resources. Later Ngāi Tahu ancestors migrated from the north and succeeded to the rich resources of the area through intermarriage and conquest of the earlier iwi of Ngāti Mamoe and Waitaha.

The rich resources of the wetlands, rivers and lowland forests became important mahinga kai (food and other resources) and travel routes for tūpuna/ancestors, based at Pūari Pā and Tautahi Pā, and for travellers between the kainga (settlements) further afield. The Māori name for Christchurch – Ōtautahi – links Christchurch back to the ancestor Tautahi – he was one of several important ancestors of this area.

From these places of occupation, connections were traced to other mahinga kai resources and settlements across Christchurch, Banks Peninsula and Canterbury. The Ngāi Tahu group which holds the traditional relationships with

central Christchurch are the whanau and hapu of Te Ngāi Tūāhuriri based at Tuahiwi marae in North Canterbury. Te Ngāi Tūāhuriri Rūnanga are acknowledged as holding manawhenua (traditional authority) over this area of the city.

As a result of the settlement with the Crown in 1996, Ngāi Tahu today are a strong people. Ngāi Tahu as an iwi comprise both contemporary and traditional associations and structures. For the recovery of the Central City, the Council will work with the representative organisations of Ngāi Tahu – Te Ngāi Tūāhuriri Rūnanga as manawhenua and Te Rūnanga o Ngāi Tahu as the iwi authority - to implement the Central City Plan and deliver the aspirations of Ngāi Tahu for the city’s recovery and future generations. Ngāi Tahu also have substantial property and commercial interest in Christchurch and the Council will work with these agencies where appropriate to deliver outcomes beneficial to the redevelopment efforts.

Ngāi Tahu and the City’s Recovery

The plan includes places and concepts that hold strong connections and values for Ngāi Tahu. These connections and values are held by the current Ngāi Tahu generations who have a cultural responsibility to pass on this place to future generations in better condition than it is today. The concepts of greening the city, embracing and improving the health of the water and the river, and a strong sustainability focus to the redevelopment of public and commercial spaces make this an important plan for Ngāi Tahu aspirations for their culture, values and identity. Ngāi Tahu have called for a more visible cultural presence in the city, and respect for the shared cultural and natural heritage. This call is reflected in some specific Ngāi Tahu focussed aspects and in some of the other elements of this plan.

Ngāi Tahu Values Embrace Recovery

The articulation and embodiment of values in the lives of people is fundamental to Māori culture. For Ngāi Tahu, it is essential that the values of significance to them, as tangata whenua, are included in the redevelopment of Christchurch, as this is an unprecedented opportunity in the history of the city to be acknowledged and hold a place in the city landscape. Council has sought to ensure that in its formulation and implementation these values can be reflected.

This Plan is strongly focused on people and place, community aspirations, sustainability and the environment. Through this focus, and the inclusion of elements important to Ngāi Tahu, the redevelopment of Central Christchurch reflects some important Ngāi Tahu values:

- Whakapapa/Manawhenua/ Rangātiratanga (genealogy/authority/ leadership) –Ngāi Tahu are able to participate in matters of significance to them through recognition and provision for Māori culture and identity in the city redevelopment and through the partnership established under the CERA legislation.
- Kaitiakitanga (stewardship) –Ngāi Tahu will have greater opportunity to plan and care for the environment and its resources, and through this care for the wellbeing of people. The Central City Plan reflects this through components that address: the protection and enhancement of water and waterways (ngā wai tūpuna); the protection and acknowledgement of places that are special and sacred (wāhi tapu/ wāhi taonga); and the protection and enhancement of native flora, fauna, ecosystems and significant species (mahinga kai/ngā otaota Māori);
- Whakapapa/Matauranga (genealogy/ knowledge) – the Central City Plan provides for recognition and incorporation of tangata whenua relationships and knowledge within the programmes for the environment, places and the lives of people, as well as through the use of strong urban

design and sustainability approaches for the redevelopment;

- Whanaungatanga/Maanakitanga (making connections and caring for people) –the Central City Plan reflects these through a focus in the plan on spaces for people, safety and environmental stewardship.
- Tohungatanga (includes wise and considered evaluations and decisions)– as the Central City Plan aspires to incorporating sound technology and design solutions to make the city a safe, enjoyable and healthy place to live, work and play, so it reflects this important value for Ngāi Tahu.

The ability of the Central City Plan to provide for new, innovative and sustainable ways for the city to fulfil the aspirations of the community also enables it to reflect important values to Ngāi Tahu. The Council will continue to work with Ngāi Tahu to ensure that implementation of the Plan is able to continue this approach.

- written by Ngāi Tahu

Maori legend has it that Ruaumoko, the Maori god of earthquakes, is the youngest child of Rangi (Sky Father) and Papatuanuku (Earth Mother), who lies with his mother underground and causes the earth to shake when he moves.

When Ruaumoko stirred in Christchurch in February 2011, he shook its people to the core. For Ngāi Tahu, stories of Ruaumoko are never far from the tales of old, but generations have lived in Christchurch without facing the challenge of the incredible forces when this atua/god moves.

Settlement

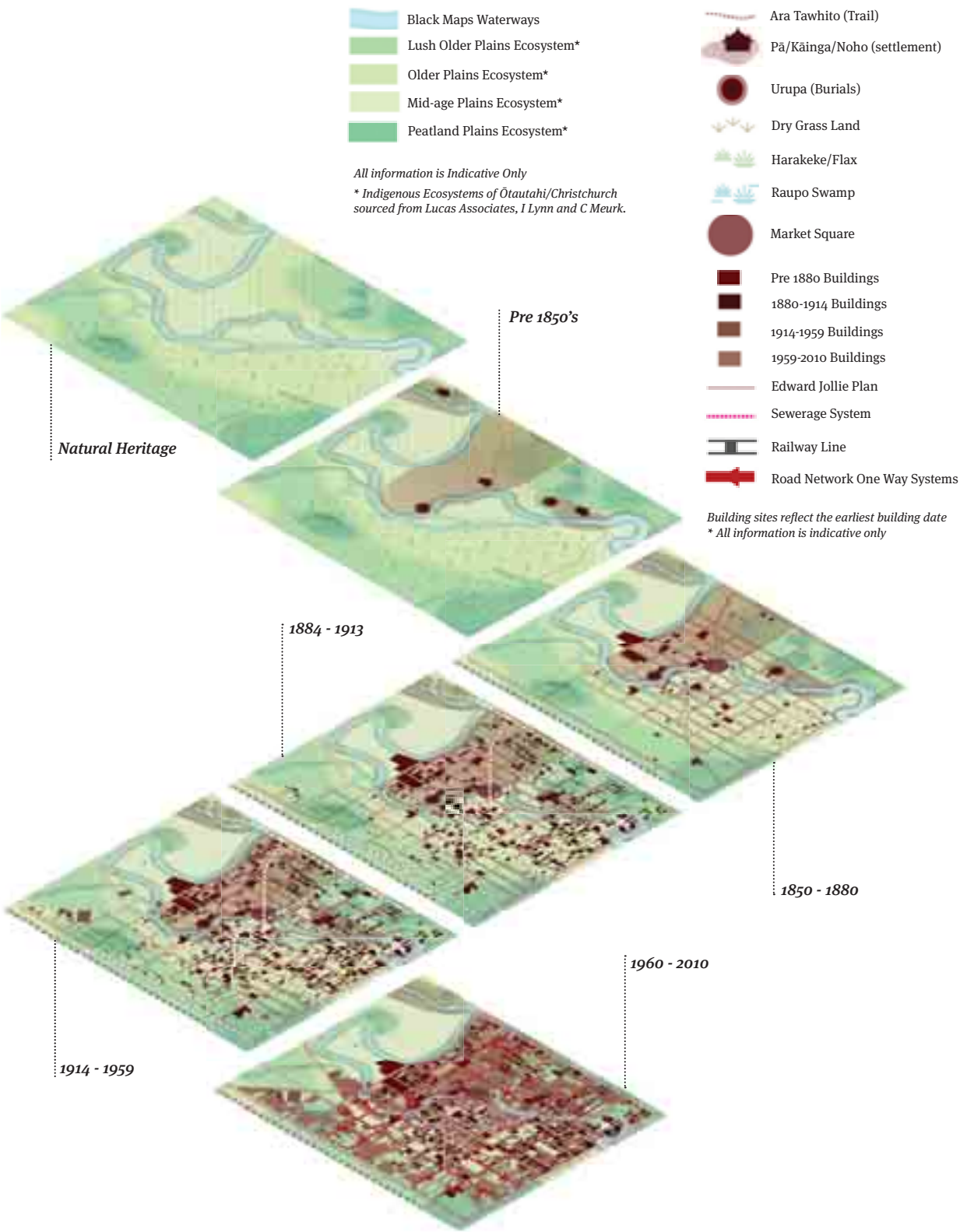
Christchurch has developed from a natural landscape to a modern built city, retaining layers of its natural, tangata whenua and European heritage.

Although severely damaged by the series of earthquake events since September 2010, the identity of the city still remains associated with this site on which the Central City will continue to be rebuilt and developed.

The City of Christchurch was founded in 1850 on flat, swampy ground where the Canterbury Plains meet the Port Hills. This area was a rich mahinga kai to tangata whenua who had used the natural resources of the Avon River/Ōtakaro for centuries. The uniform grid of the surveyor’s plan was laid over this natural environment, relieved by riverbanks, open squares and Hagley Park.

Since the earthquakes, the nature of the land on which the city was built has been revisited through the ‘black maps’ showing the pre-European landscape. Early geotechnical advice shows the land within the Central City can support a resilient 21st century city.

A large regional network of services and infrastructure is supported by the Central City. An understanding of the development of the Central City and its role in supporting greater Christchurch and the region, supports the retention of the city centre in its historical location. As the Central City is rebuilt, there is the opportunity to take a long-term view and create a more resilient and sustainable city.



Natural heritage

Christchurch before Settlement

Seven thousand years ago the site of Christchurch was below sea level. The land on which Christchurch stands was created by the accumulation of sediments in geologically recent times.

The site was swamps, waterways and sandhills drained by two small rivers. Christchurch was located up the Avon River/Ōtakaro, where the ground rises to between six and seven metres above sea level. Swampier ground lay to the east and north of the city. The natural vegetation was a mix of flax, tutu, grass, scrub and remnant patches of forest. The earlier, more extensive forest cover had been reduced by natural and Maori fires.

In the 1840s, the future site of Christchurch was considered for the Nelson and Otago settlements, but the wetlands persuaded those seeking sites for those settlements to look elsewhere.

The site of the city had another disadvantage - which the founders of the city recognised when water from the Waimakariri River flowed down the Avon River/Ōtakaro in 1868 - it was a flood plain. Earthquakes were not considered a hazard, although the city was shaken by minor earthquakes in 1869, 1881, 1888 and 1901.



Pre-1850's

Tangata Whenua Pre-1850

Before European settlement and establishment of Christchurch, Ngāi Tahu, and before them Ngāti Mamoe and Waitaha, maintained a number of permanent and temporary kāinga and pā (habitation sites) within the Central City area. From these settlements, Ngāi Tahu gathered and used natural resources from the network of springs, waterways, wetlands, grasslands and lowland podocarp forest patches that abounded the Avon River/Ōtakaro.

The principal settlements were Puari, Ōtautahi and Little Hagley Park. It has been documented that Puari was established by Waitaha more than 700 years ago on a large island-like area between what is known today as Carlton Mill Corner and the loop in the river near the Christchurch Hospital. In the 1500s, Ngāti Mamoe migrated from Te Ika a Maui (the North Island) and settled within the Canterbury area, before spreading further south.

This was followed by the migration of Ngāi Tahu from the north onto Banks Peninsula, into Canterbury and throughout the South Island during the 1700s. With the establishment of Kaiapoi Pā by Ngāi Tūāhuriri chief Turakautahi, Puari became an important trading post and mahinga kai.

Later, Ngāti Huikai chief Tautahi established a kāinga (settlement) further along the river near the Kilmore Street Fire Station between Madras and Barbadoes streets, and used several other mahinga kai within the Christchurch city area. His name is now taken as the contemporary Māori name for Christchurch, Ōtautahi.



1850 - 1880

Christchurch 1850-1880

In 1848, Ngāi Tahu chiefs entered into a sale and purchase agreement with the Crown for the Canterbury area. The Kemps Deed (as it later became known) specifically set aside particular areas for Ngāi Tahu.

In December 1848, an advance party sent out by the Canterbury Association laid Christchurch out as a rectangular grid on drier land up the Avon River/Ōtakaro. The uniform grid was relieved by open river banks, two diagonal streets and four open squares.

The Canterbury Association founded Christchurch with an idealistic wish to recreate the stable, hierarchical society of pre-industrial Britain. Gothic architecture was the physical expression of this ideal. By the end of the 1870s, the wish that Christchurch be a centre of culture and learning had been realised with the building of schools, a library, a museum and a university college.

From 1853 to 1876, Christchurch was the political capital of the Canterbury Province. The Provincial Government built itself imposing premises. Substantial stone churches were further evidence of Christchurch's transformation from village to town.

By 1880, Christchurch was firmly established as the commercial capital of Canterbury, thanks to the development of railway lines centred on the city. The metropolitan area quickly outgrew the original city.

The areas agreed as reserves for Ngāi Tahu in the Kemps Deed were not set aside and instead reserves were allocated beyond the city for Ngāi Tahu to live on. This resulted in numerous petitions by Ngāi Tahu to the Queen and the Crown. Ngāi Tūāhuriri continued to be involved in the city, however, regularly travelling from their settlement at Tuahiwi into Market Square (now Victoria Square) to trade produce with the early settlers and camping at Little Hagley Park before returning.



1880 - 1914

With the completion of the first system of sewers and stormwater drains in the early 1880s, central Christchurch became the thriving heart of a growing metropolitan area. Buildings of brick and stone replaced earlier timber shops and offices, most of which had gone by 1914. Notable architects gave Christchurch a splendid collection of public and commercial buildings in a variety of styles. In the first decade of the 20th century, the completion of the Anglican Cathedral and construction of the Roman Catholic Cathedral demonstrated Christchurch's maturity.

The description 'garden city' was first applied to Christchurch at the 1906-07 International Exhibition. By then, plantings to replicate settled, wooded England had replaced almost all the natural vegetation with lawns and specimen trees, most of them exotics. The riverbanks, Market (later Victoria), Cranmer and Latimer Squares were landscaped accordingly.

Until the early 20th century, the City Council governed only the original city. The city's administrative expansion began with the 1903 amalgamation of three adjoining boroughs with the city. At this time Christchurch was New Zealand's main centre of manufacturing. Industrial activity, based on farm products brought into the city by rail, remained in the city centre.

In 1879, the Smith-Nairn commission began to investigate issues around the Kemps Deed and other Ngāi Tahu-Crown land purchases. The commission however was halted before it could deliver its findings and Ngāi Tahu continued to live on reserves beyond the city. The outbreak of World War I saw Ngāi Tahu men serve as part of the colonial forces, with many of them leaving from King Edward Barracks, west of the Bridge of Remembrance.



1914 - 1960

At the end of World War I, electricity and trams transformed life in Christchurch. The public supply of electricity began in 1903, but electricity became significant only when power from Lake Coleridge arrived in 1915.

The first electric trams began running in 1905. The tramway system reached its maximum extent in 1914. Between the wars, many Christchurch people rode bicycles. Trams and bicycles gave Christchurch a distinctive transport system in New Zealand.

Though bungalow suburbs and local shopping centres developed along the tram routes, between the wars people continued to live in older houses within the four avenues. Several blocks of flats were built in the inner city.

Trams fostered suburban growth but also reinforced the focus of Christchurch life on the central city. The routes all radiated

from Cathedral Square. People travelled into the Central City by tram to shop, for entertainment and to work. Department stores enjoyed a long heyday from the 1900s to the 1960s. From the 1920s to the 1960s most of the city's cinemas were on or close to Cathedral Square. Suburban residents also came into the inner city for cultural pursuits.

Ngāi Tūāhuriri continued to play a role in the city from their home at Tuahiwi, and through the leadership of Te Aritaua Pitama in the 1930s made a further push for a marae to be built in the Central City. From the 1950s both Ngāi Tahu and Māori from other iwi in the north settled and established a presence within the city. The present day Rehua Marae in Springfield Road was built in 1960 but started life as a hostel in the early 1950s for young Maori who were part of the Maori Apprentices Trade Training Scheme run at the Christchurch Polytechnic.



1960 - 2010

The Modern City

In the second half of the 20th century, the increased use of private cars transformed the Central City. The use of public transport and bicycles declined.

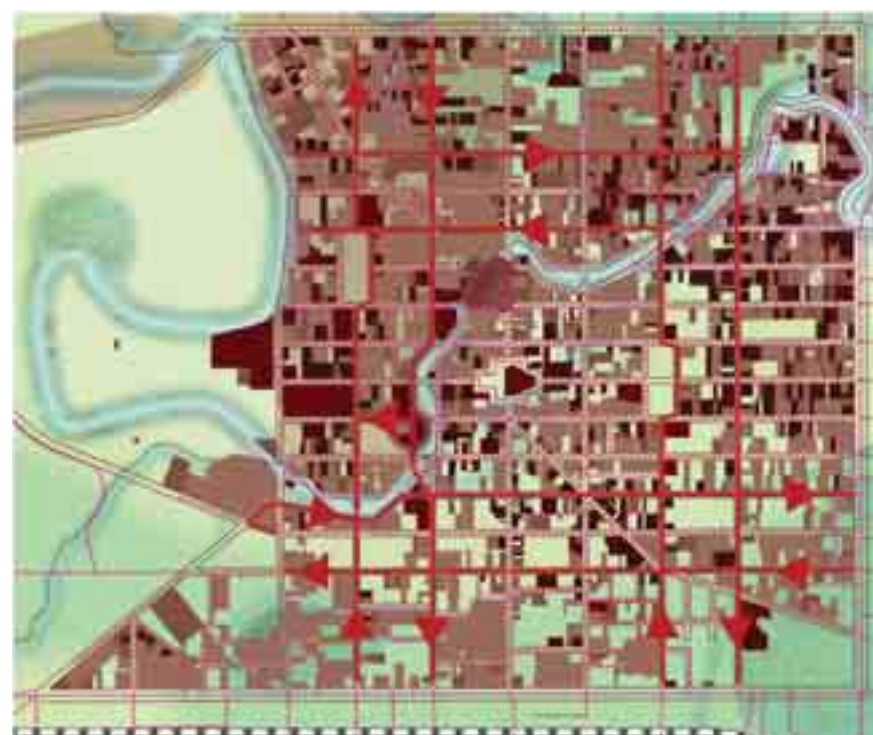
From the 1950s, new suburbs were built on the city's periphery and the population of the inner city fell. Cathedral Square lost its role as the city's most popular meeting place. The construction of modern office buildings and of tourist hotels did not reverse the decline of the Central City.

By the 1960s Christchurch life was fast becoming decentralised. Suburban malls proliferated. Downtown retail activity did not grow at the same rate as the rest of the city, and education shifted from the Central City to the suburbs. The city and regional councils remained in the inner city, as did cultural activities. The transformation of the university's former buildings to the Arts Centre drew people back to the inner city.

The Greater Christchurch Urban Development Strategy included measures to revitalise the Central City.

Ngāi Tahu and North Island Maori urbanisation continued from the 1960s. The 1980s also saw Ngāi Tahu lodge its Treaty of Waitangi Claim with the Waitangi Tribunal, which led to the settlement of land-based claims with the Ngāi Tahu Claims Settlement Act 1998.

Ngāi Tahu now own a number of sites within the Central City, many of which are within the bounds of Puari pā. More recently Ngāi Tahu, in a public-private partnership, have redeveloped the former NZ Post building as the new Christchurch City Council Civic Building or Te Hononga - the first six-star Green-rated building in New Zealand.



Effects of the earthquakes



Effects

Christchurch's Central City has been devastated by the series of earthquakes from 4 September 2010. A total of 181 people died in the city because of the 22 February 2011 earthquake, and many others were seriously injured. Many buildings fell down, others have been demolished; there has been job losses and uncertainty; displacement from work places and homes; loss of retail, entertainment, social and cultural venues and events; and the widespread damage in other parts of the city. The earthquakes have affected everyone in Christchurch. "It's munted" has become stoical shorthand for describing catastrophic damage to homes, heritage buildings, streets and infrastructure.

Land

The earthquakes since September 2010 have been located on previously unknown active faults and have caused ground surface rupture, ground shaking, liquefaction, lateral spread, rock fall, topographic amplification, landslides, regional uplift and subsidence, ground compaction and ground surface renting. The Central City experienced severe ground shaking and liquefaction and lateral spreading, and subsidence occurred in the north-east part of the city.

Infrastructure

The earthquakes' shaking, liquefaction and effects of ground deformation damaged Central City roads, bridges, footpaths, tramway, water supply, wastewater, stormwater, electricity, telecommunications and reticulated gas services. Underground pipe networks,

particularly older wastewater pipes, were the most susceptible to damage and are hard to repair as the damage is not easily seen and the work is time consuming. There has been a lot of visible damage to roads and footpaths. Damage to electricity, telecommunication and gas networks services in the Central City has been comparatively light, largely because of their greater relative flexibility.

CBD red zone

During the State of National Emergency from 23 February to 1 May, the city centre had an influx of regional, national and international urban search and rescue workers, engineers, health and infrastructure support teams, national civil defence and emergency workers, local agencies and the media.

Enforced shutdown of the inner Central City following the February 22 earthquake and staged reopening has meant a continued dislocation of workers, businesses, visitors, residents, students and worshippers from the Central City cordoned area.

Before 22 February, there were more than 6000 businesses, employing about 51,000 employees in the Central City. February's earthquake caused a massive disruption to almost all Central City businesses. The vast majority were either forced to relocate to premises outside the Central City or they were unable to operate. In many cases, these businesses are still not operational.

Businesses with insurance will generally have temporary financial support to retain key staff and meet fixed operating costs, however, many businesses are either uninsured or their policies don't provide appropriate cover. Overall, Central City businesses, and others, are proving resilient.

Heritage lost

More than half of the listed heritage buildings within Christchurch (more than 250) were in the Central City, along with a large number of the city's older buildings. The scale of loss, within a relatively short time period, is extremely rare in both national and international terms. The condition of heritage buildings within the city is changing daily due to the continuing aftershocks. As at 4 August 2011, about 80 listed heritage buildings have been demolished within the Central City. This loss presents a significant challenge in retaining our links to the past. Iconic buildings, such as ChristChurch Cathedral, the Cathedral of the Blessed Sacrament, the Arts Centre, Christchurch Town Hall and Canterbury Provincial Chambers have all been severely damaged. The Council as a heritage building owner is working through assessments of damage and insurance, as are many owners of heritage buildings at this time.

Loss of home and heart

The Central City was home to 8000 residents, over half of whom lived in the north-east area. Within the four avenues, as of 6 July 2011, 277 residential properties had been assessed as red (i.e. unsafe), 512 as yellow (restricted access), and 1330 assessed as green (no restrictions on entry).

International experiences following comparable natural disasters in developed countries suggest possible loss of about two per cent of the Central City residential population in the 12 months following a major natural disaster. A longer-term trend of population increase in Christchurch, along with a strong push to increase the amount and appeal of Central City homes, can be expected to offset this; any population loss is expected to be short-term only.

Experience also shows that those who are already vulnerable in communities tend to fare worse than others post-disaster. The majority of social services, health and disability support organisations have lost their Central City premises, making office

administration and access for clients difficult. Much of the damaged housing in the Central City was low rent, single-person bedsit accommodation, often occupied by people with social or health needs; these residents may no longer be able to afford to live in a rebuilt Central City.

In addition to the many heritage and character buildings, key metropolitan buildings in the Central City have been damaged or lost, including parts of Christchurch Hospital and CPIT, AMI Stadium, the Bus Exchange, social services buildings, Central Library and Christchurch Convention Centre. There has also been widespread loss of arts creative, display and performance spaces.

The Central City cordon and building damage has meant the temporary loss of the city's night-time entertainment and dining hub. Young people, in particular, miss Central City places in which to socialise, meet and simply hang out with their friends. Primary and secondary schools in the Central City all suffered damage and were closed temporarily. Some have been forced to co-locate with suburban schools with major changes to learning schedules and travel plans for many.

Passion for future

Christchurch is different from many other cities struck by a natural disaster because it has suffered from a series of natural events rather than a single event. The earthquakes and aftershocks continue, with no certainty when they will cease. Despite this, Christchurch people have proven to be positive and passionate about rebuilding their Central City. Strong, committed interest groups have formed, existing networks sprung into action within and outside the city, and conversations thrive. There is an enormous sense of ownership and commitment to rebuild Christchurch as a strong city for the 21st century in which all tangata whenua and people continue to live, enjoy and love.

Geotechnical summary

Tonkin & Taylor have been engaged by CERA to provide preliminary and detailed geotechnical reports on ground conditions and geotechnical issues within and outside the Central City.

As part of this work, Tonkin & Taylor is prioritising site investigation works requested by the Christchurch City Council relevant to the geographical area covered by the Central City Plan.

Preliminary findings will be broad and relate to the principal project sites included in the Central City Plan. The area within the four avenues is currently classified as white and will remain so until the factual and interpretative geotechnical reports are completed by Tonkin & Taylor later this year and approved by the Minister for earthquake recovery. The output will result in a comprehensive geotechnical foundation issues map identifying areas within the Central City that may be susceptible to liquefaction.

Current findings support that it is feasible to design and construct future structures on each of the Central City Plan project principle sites and to promote a minimum 25 to 30-metre setback from the banks of the Avon River/Ōtakaro because of the severe lateral spread and damage that has occurred close to the river banks.

Updated information will be received from Tonkin & Taylor as it becomes available through on-going works. This will be used to further inform the plan before production of the final Plan in December this year.

Our future city

Taking a long-term view, Christchurch has a unique opportunity through the Central City Plan to redevelop the area for future generations by building in resilience to many future environmental, social and economic changes.

Within our lifetime, Christchurch can expect more droughts, floods and a rising sea level associated with our changing climate. Rising energy costs will create more demand for efficient and renewable energy and transport systems. New technologies and competition for global resources and talent will reshape the way business is done.

Pre-earthquakes, the population of Greater Christchurch (Urban Development Strategy projections, 2007) was anticipated to grow between 2006 and 2041 to an additional 53,000 households. Forty-five per cent of this was to have been a result of intensification of existing areas, including 14,000 household within the four avenues and the medium density areas surrounding the four avenues.

In addition to household and population growth, the city's demographic make-up will change due to the ageing of the population. There will be proportionally more people aged from around 50 years of age, particularly post-retirement and elderly, than now. An ageing population, together with changes in the cultural make-up of the community will place greater demands on community, social and health services. It has always been anticipated that the Central City's population will reflect these broad demographic trends.

Enhancing resilience will be built into the Central City Plan through such things as creating stronger, more resource efficient buildings, more flexible transport and storm water systems, encouraging a more diverse and competitive economy, a renewed emphasis on water and waste management and by fostering community networks and services for now and generations to come.

Remembering/Maumaharatia

A city’s identity is made up of its collected memories which create a sense of place.

After a natural disaster, such as Christchurch’s destructive earthquakes, memories and a sense of place become more important. While this Plan focuses on the Central City, it recognises that the effects of the earthquakes were city-wide. The loss of life and so much of the city’s historic and social amenities brings a heightened need to remember, as well as to look to the future.

Residents remember the city and its special places before the earthquakes. Even before the city was here, the landscape had a special character that underlies the built environment. The earthquakes have given places in the city special significance.

Remembering can be formal, such as establishing a national memorial, or it can also be something that happens spontaneously. Remembering will include different cultural responses and protocols. Sometimes memories are part of research, discovering more about the people, who they are and what happened. Remembering is also part of getting back into the city, of developing its legibility again; finding landmarks, reflecting on changes and interpreting the post-quake city.

Residents will remember different aspects of the events, from the impressions, sounds and new language, such as “munted” and “red zone”, to the spirit of the people who came to help. In the months following, residents will remember the city as strange and surreal, a foreign place defined by its eerie silence and emptiness. A place is needed to gather these memories, a place to share stories and for research and understanding.

The dates – September 4, December 26, February 22 and June 13 – will become part of the city’s anniversary calendar. These are times to reflect, dates around which new rituals will emerge, as each of the earthquakes had its own character, and impacted on the city in different ways.



Top: Devastation in Cashel Mall;
Middle: Life Exposed; Bottom Left:
The eeriness of the Red Zone; Bottom
Right: Rescue teams in the City.

Earthquake memorial

A memorial is planned to honour the lives of those who died in Christchurch’s earthquakes and provide a place to pay respect. It needs to be of a scale to accommodate large gatherings and must reflect the international significance of the tragedy.

A contemporary memorial is proposed, being a space rather than an object; a place visitors can enter into and experience an emotional response, rather than simply look at an object.

Christchurch’s earthquake memorial will have some complex challenges, as it will not recognise a single disaster, but a series of events that had a significant impact on the city and its residents. The unusual nature of the disaster is both a challenge and an opportunity for the expression of memory.

Creating appropriate memorials takes time - like the memorial at Ground Zero in New York, took 10 years from the time of the event to the dedication of the site. There is a powerful resonance between the magnitude of a disaster and the time taken for a memorial’s completion.

Sites will be considered in the Central City for the Earthquake Memorial. These will be assessed for suitability and where applicable, private landowners and other parties consulted.

"Create an 'earthquake museum' and build a memorial to those whose lives were lost."

Steve, Christchurch



Earthquake memorial project

Where: Central City site to be decided during steering group phase.

When: Project commencing 2011/12 for a build over a four-year period from 2015 to 2019.

Who: Council to implement in partnership with the government and in consultation with the public.

Cost: \$8 million for land acquisition and site development.

Right Top: Oklahoma City Memorial, Field of Empty Chairs. (Source: Oklahoma City National Memorial and Museum).
Left Bottom: Andy Goldsworthy's Garden of Stones at the Museum of Jewish Heritage, New York.

EPI-Centre

An Earthquake Preparedness and Information Centre or EPI-Centre is a purpose-built museum, research institute, education and entertainment facility to learn about earthquakes and recognise the role they have played in transforming the identity of Christchurch.

The facility will be built to the highest seismic and sustainability principles, highlighting Christchurch’s role as a leader in environmental design and providing a new location for the city’s Civil Defence headquarters.

With interactive displays and an earthquake simulator, EPI-Centre is for locals, as well as national and international visitors. Artefacts and stories from the earthquakes will remind us of the past, while displays and ongoing research on geology and seismic building

techniques will look to the future. EPI-Centre includes a resource centre related to the built environment, as a point of focus for design professionals to share information and ideas with the public about the rebuild of the city, highlighting the innovative responses developed by architects and landscape architects .

Canterbury has much to showcase about disaster management, volunteering and community response. The city has developed exciting new technologies for conveying information about earthquakes. Enhanced understandings of everything from the performance of infrastructure to the social impacts of earthquakes can be included in this multi-purpose facility.

EPI-Centre will showcase local research and best practice which fosters connections between Christchurch and other seismic activity cities of the world.

Sites will be considered in the Central City for the EPI-Centre. These will be assessed for suitability and private landowners and other parties involved.



Above: The Disaster Reduction and Human Renovation Institution and Earthquake Museum in Kobe (Source: Flickr CTG/SF)

EPI-centre project

Where: Build over a six-year period from 2019

When: Central City site to be decided as the first phase of the project

Who: Partnership of local, regional and central government; universities, museums and research institutes

Cost: \$42-75 million estimated for development of building and site, plus land acquisition

Earthquake interpretation

The Central City is where most lives were lost in the earthquake and this is where there has been the most dramatic change to the landscape.

Interpretation can provide an insight into what is planned for parts of the city as new areas are rebuilt, encouraging engagement with the transformation of the city. Effective interpretation will allow for reflecting on the past, as well as looking to the future with optimism.

Interpretation provides ways of remembering what was there, learning the stories of the city and re-kindling a sense of place. Vital to effective interpretation is a means of experiencing the site and having first-hand involvement with the landscape. Interpreting memory involves emotion as well as information, which heightens the relationship to

place. It needs to immerse the viewer and be active, rather than simply signs and pamphlets which clutter without providing meaningful connections. For visitors too, interpretation is vital for making sense of what they see, deepening their understanding of the transitional city, appreciating what was there as well as what lies ahead.

City and region-wide projects are already underway, including the CEISMIC project (Canterbury Earthquakes Images, Stories and Media Integrated Collection) set up by the University of Canterbury, the QuakeStories initiative from the Ministry of Culture and Heritage, and The Press's crowdsourcing resource, Your Stories. In addition to these wider projects, specific interpretation resources for the Central City are a crucial part of the recovery.

Interpretation: Self-directed

Walking through the city with a smartphone and downloaded phone application, it will be possible to see how the city was in the past and how it could be in the future.

Using what is called augmented reality, images are superimposed on views of the city as it is now, via the phone's camera. This combination of a virtual reality with the existing landscape at any time will be a stimulating way of connecting to the city during the rebuild.

As part of the ongoing roll-back of the Central City cordon, new areas of augmented reality can be made available. People's reconnection to parts of the city can be enhanced through having reminders of what was there, and also opportunities to see what is possible. The augmented reality information can be

constantly updated as new parts of the Central City become accessible and as new designs for buildings and landscapes are proposed.

Itineraries can also be downloaded to provide walking routes for visitors with particular themes relating to the post-quake city and for locals wanting a way of navigating through a once familiar landscape.



Above: An example of Augmented Reality, showing a virtual model of a building superimposed over a real landscape, (Source: HIT Lab, UC).

Interpretation: Multimedia



An interactive multimedia interpretation facility would allow residents and visitors to experience the city through exploring thousands of images and videos that show the city as it was, and as it will be.

Similar projects overseas have been successful in providing meaningful experiences in areas which are undergoing major changes. For example, the Museum of Copenhagen project called The Wall provides interpretation on a huge touch screen, allowing an enriched understanding of the city during a period of disruption.

Locating the multimedia facilities in the Central City, rather than a museum or gallery, will enable the connections with the surroundings to be immediate.

Housed in a modified shipping container, the interpretation facility can be moved around the Central City as parts of the cordon are opened up, or associated with special events such as the rebuilding of key sites.

The facility offers a public relations interface, allowing information about the transformation of the city to be communicated on site, where it is actually happening. Residents can upload their own images and stories to add to the collected memories of the city centre, and people can have photos taken of themselves in front of the images and email them around the world, spreading the story of the central city's recovery far and wide, to expatriates and potential visitors.

The ritual of walking the cordon has become part of reconnecting with the city, and a multimedia facility will provide a focus for this; a gathering point to share stories and a means of gaining more information about the changing city.

The multimedia facility reinforces the Transitional City and Distinctive City projects, with opportunities to identify lost buildings as well as developing a new post-demolition sense of place.

Above: Museum of Copenhagen (Denmark) project
Vaeggen: 'The Wall'. Gibson Group (NZ)
Source: Gibson Group)

Earthquake interpretation: multimedia project

Where: Central City, multiple locations, keyed into sites of significance including new areas opened up, rebuilding, etc.

When: Build over the coming year from 2012

Who: Opportunities for major corporate sponsors for both projects

Cost: \$3.5 million for multimedia facility, and \$60,000 for phone application

Interpretation: Ruins and fragments

Remains of structures may be retained as ruins to provide a visible reflection of the impact of the earthquakes.

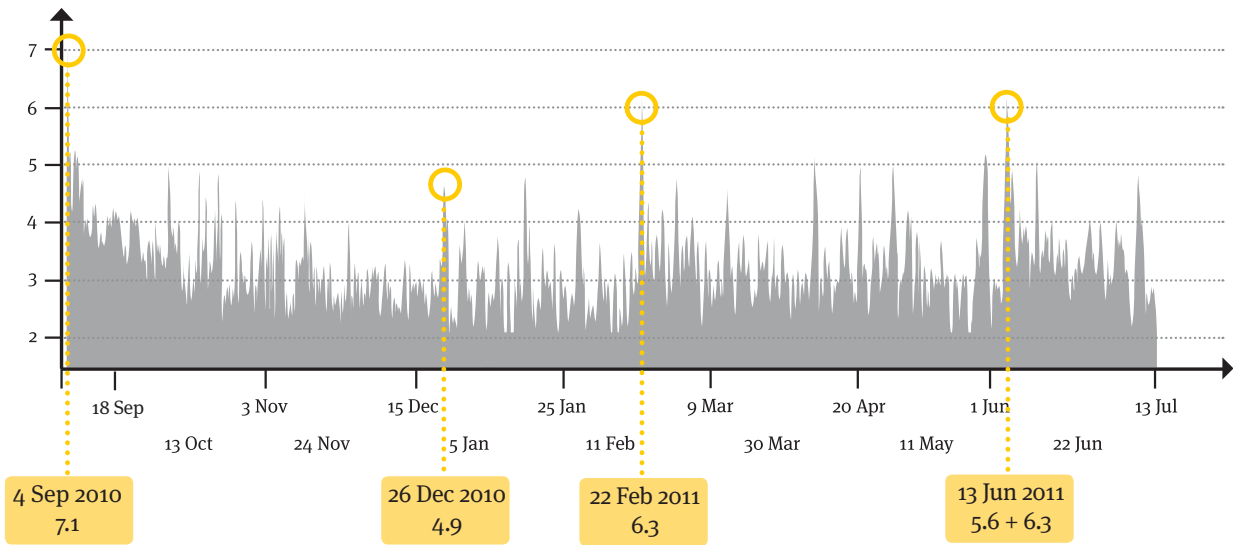
Retaining the footprints of absent buildings or retaining damaged structures can be a powerful approach to interpretation and has been an effective strategy internationally.

Traces of the past in the landscape become more significant and act as touchstones for our memory of the events. Given the extent of damage to the built environment, the Council will work with landowners to retain reminders that can assist with our interpretation of the landscape. It may be appropriate to retain a ruin of part or all of a building within the Central City. At the present time, given the continuing damage to many buildings, it is not possible to say which buildings may be appropriate to retain in a ruined form.



These opportunities will be considered over the coming months as further information emerges on building condition and the feasibility of repairs. There may also be damage to public infrastructure, such as bridges and pavements, where it may be possible to safely retain a reminder of the force of the earthquakes. The Distinctive City chapter includes the retention and reuse of heritage materials as an important aspect of post earthquake heritage conservation.

Above: Hiroshima Peace Dome - the ruins of Hiroshima Prefectural Industrial Promotion Hall following the atomic bomb were preserved as a memorial. (Source: Twicepix)



Remembrance anniversaries

The dates – September 4, December 26, February 22 and June 13 – will become part of Christchurch’s anniversary calendar. These will be times to reflect, dates around which new rituals will emerge, as each of the events had its own character and impacted on the city in a different way.

Recognising these dates will assist the city’s recovery by providing ways in which residents can individually, and collectively, remember the events, the loss, and recognise the impacts and how far recovery has come. February 22 will be the most significant date to remember. A National Memorial Service was held in March 2011, some weeks after the devastating event. In coming years a memorial service would be held on the actual date. Commemoration and celebration will be important at a local, regional, national and international level.



As with any anniversary, remembering the earthquakes will become associated with particular times of the year – the September earthquake in early spring, the Boxing Day earthquakes as the retail sales got underway, February 22 in summer was a bolt out of the blue as the city was on the road to recovery, and June 13 brought further disruption as winter set in. A range of ways of remembering will develop, as different quakes affected parts of the city in a range of ways. There may be dates where local communities hold their own events or dates on which key projects supporting recovery are revealed/ staged. Temporary structures, incorporated as the city transitions, can also contain aspects that support remembering and allow for engagement as the city reaches key milestones for recovery and reconstruction. An example is the temporary architecture that was created in Kobe after the 1995 earthquake; a paper church was created by Shigeru Ban.

Above: National Memorial Service for the Christchurch Earthquake, North Hagley Park, 18 March 2011.

Left: Timeline of significant seismic events.

Green City

Living streets... parks, playgrounds for young and old...

Simon and Ronald, Christchurch

Aim high. Develop a world class, sustainable, modern green city. The next Malmo, Vancouver, or Reykjavik. Establish a new global benchmark!

Gareth, Bryndwyr

Pretty sure we're named the Garden City. Live up to that name. The more green, the happier and brighter the whole city looks.

Guido, Christchurch

Integrate nature with the urban form: expand riverside green spaces, link with more green pockets elsewhere, recreate native ecosystems.

Fiona, Rena and Teo, Hillsborough

When I walk through the city I wish to see my Ngāi Tahu heritage reflected in the landscape. Our special indigenous plants that we used for scents, weaving, food and medicine are something unique that we can all celebrate.

Maruhaeremuri Stirling, Ngāi Tūāhuriri/Ngāi Tahu

Let's use the Avon River as a natural pedestrian and cycle connected pathway across the city.

Gabrielle, Burnside



Introduction

Christchurch will promote healthy, sustainable and active living in the Central City through the natural environment and innovative green technology.

Christchurch has a strong garden city identity with its parks, rivers, squares and trees. Projects in the Green City will enhance this unique natural heritage, bringing it together in a diverse park network and innovative green technologies to celebrate Christchurch as modern, resilient and green.

Through Share an Idea, the community asked for more green open spaces for socialising, leisure, recreation and entertainment, and a range of green areas, including pocket and larger sized parks, with seating, picnic tables, playgrounds, sculptures, street/public art and amphitheatres.

They also said the Avon River/Ōtakaro should be enhanced to become a key asset for the city with continuous wide walkways, cycle lanes, footbridges, cafés, restaurants, vendors and lots of lighting.

Building design, they said, should incorporate open space features, including set backs from streets, courtyards and rooftop gardens, and Cathedral Square should become a focal point of the Central City, with plenty of green space, ground floor cafés, restaurants and retail. They also asked that Cathedral Square include seating, water features and a playground.

In conversations with key stakeholders, discussion topics included the resource-efficiency of residential and commercial buildings, and the use of renewable energy; low-impact urban design; opportunities to improve the Avon River/Ōtakaro corridor and water quality, and flood mitigation.

A modern green city with lots of activity, full of people able to connect with nature within a vibrant city centre is what is planned. People will live and work in an inviting and healthy environment, enjoy fresh air, clean water and a wide variety of recreational opportunities at their doorstep.

Christchurch will be a city within a garden; a combination of exotic and native plants will improve biodiversity, especially native birdlife and vegetation, and the city will care for the environment and celebrate its influence on our lives by creating places that help to tell the story of the city’s past and reflect a sustainable future.

The Green City projects aim to create a connected network of green streets, squares and parks offering a variety of places and year-round activities for all ages and abilities. The Avon River/Ōtakaro will be celebrated, with an expanded corridor. The ecological and cultural health of the river and the cultural values of Ngāi Tahu will be recognised. Green features will be added to Cathedral Square and eco streets will become the new Central City standard.

Key Projects

- | | |
|----|---------------------------------|
| 1 | Avon River Park/Papawai Ōtakaro |
| 2 | Greening of Cathedral Square |
| 3 | Cranmer and Latimer Squares |
| 4 | Central city greenway |
| 5 | Community gardens |
| 6 | Pocket parks |
| 7 | Family-friendly parks |
| 8 | Eco streets |
| 9 | Greening the roof |
| 10 | District heating |
| 11 | Green pledge |
| 12 | Build it back green |
| 13 | Incentives for Green Star |

More green spaces where people can relax and interact.

Bruce, Dallington



We are called the Garden City. I'd like to see more greenery and flowers and pretty trees. Need to live up to our name, we need colour.

Christine, Aranui



A green Cathedral Square - grass, trees, gardens - outdoor cafes sheltered from the wind. A place where people want to linger.

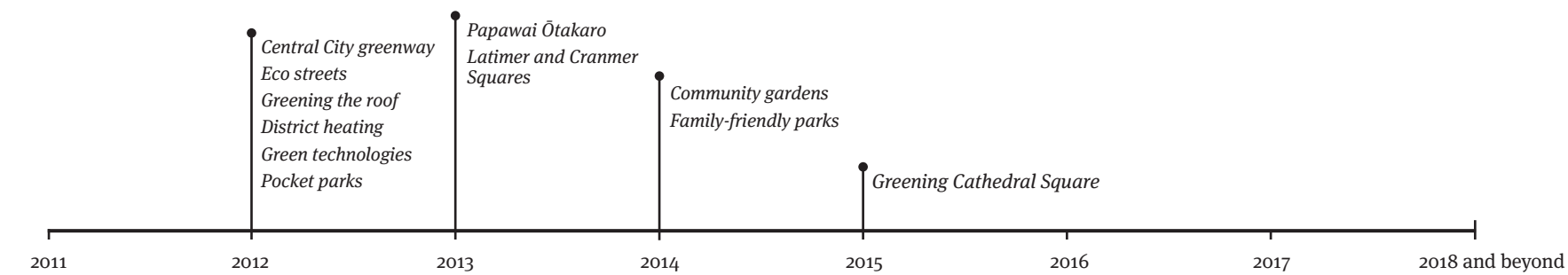
Marilyn, Parklands



Overview

Christchurch’s Central City has a network of established parks, historic squares, mature trees, ornamental gardens and a river which lends itself to being developed in a showcase green city.

Proposed Project Start Dates:



The community recognises that greening the city is more than just adding more parks; it is also about building design, greenway networks and infrastructure.

There is a strong desire to enhance Christchurch’s Garden City image to reflect a modern, healthy and resilient city.

Thousands of people have requested a vibrant and active Central City that appeals to families and offers ease of travel, with more pedestrian friendly streets and safe cycle routes.

The community would also like better access to fresh food markets, expressions of Christchurch’s rich culture through art and landscape and varying sizes of green space to accommodate a diversity of uses.

In response, the Green City chapter contains projects that double the amount of pre-earthquake public open space in the Central City, creating new, healthy environments for the community to enjoy.

A new greenway network with connections to sports facilities, community gardens, neighbourhood centres and local farmers’ markets will ensure green space is within a five-minute walk of Central City residents.

The community also expressed the desire to reveal the Avon River/Ōtakaro and offer more opportunities for the public to enjoy the river. This flagship project will create a continuous sensory journey that draws people to its banks, offers active and passive recreation and celebrates the cultural landscape.

The historic squares - Cathedral, Latimer and Cranmer - will be remodelled to create exciting spaces framed by complementary buildings and offering activities to attract a wide range of people, while also encouraging them to stay longer.

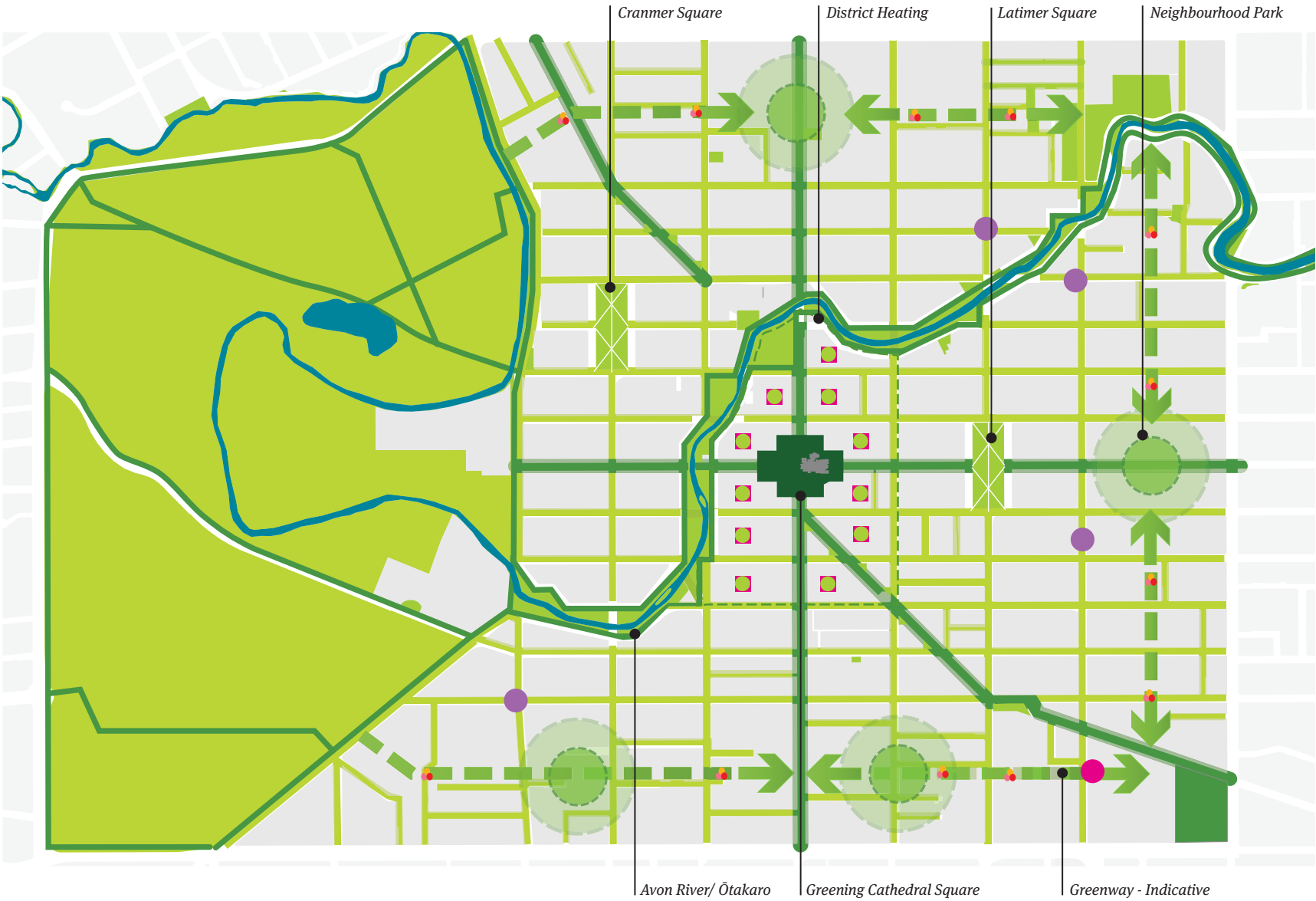
The Council will create 10 to 12 new pocket parks in the compact core, adding vitality to many blocks by 2030.

Streets will also be visibly greener with street trees and additional green features that will improve public spaces while helping to improve water quality by capturing run off from streets before reaching the river.

Targets

- Existing and new open spaces in the Central City are vibrant, popular and used
- The amount of open space in the Central City (excluding Hagley Park) doubles and is within five minutes walk of residents and workers
- The ecological and cultural health of Avon River/Ōtakaro is enhanced
- The cultural values of Ngāi Tahu are recognised and celebrated in the Central City (see comment above)
- Biodiversity in the Central City is enhanced, especially native birdlife and native vegetation
- The Central City has increased access, connectivity and legibility for all users
- Increased opportunities for active and passive activity on streets and in public spaces in the central city
- The Central City attracts a wide range of people
- People in the Central City are satisfied with its appearance
- Every street in the Central City incorporates green infrastructure
- People have access to fresh, locally grown food within the Central City

The Plan



Above: The map shows the Green City key projects. The Avon River and Cathedral Square are a particular focus. The network of parks and gardens, green Eco streets and green roofs create a patchwork of green across the Central City. Specific sites have not been identified for some of the projects.

- Legend**
- Edible Garden - Indicative site
 - Eco Streets
 - Main Streets (Refer to Transport)
 - Pocket Parks - Indicative site
 - Plaza - Indicative site
 - Neighbourhood Centres

Avon River Park/Papawai Ōtakaro

Avon River/Ōtakaro, meandering through the heart of the Central City, will be celebrated as Christchurch’s new riverfront park (Papawai Ōtakaro) in the redeveloped city centre.

The community has clearly identified the Avon River/Ōtakaro as the major life force of the Central City.

Its once vital network of waterways, wetlands and lowland forest was a highly valued mahinga kai (food and other resources) area, and the river today and the puna (springs) that feed it are precious remnants of this heritage. Significant heritage buildings occupy sites along its course and stories and memories of past events may be hidden but not forgotten. A river park will offer opportunities to reveal this rich cultural heritage and natural environment.

Over time, as the redeveloped Central City evolves, the Avon River/Ōtakaro will provide a continuous and a tranquil destination for contemplation, recreation and reflection, as well as a focus for expression of the cultural identity and relationships held by Ngāi Tahu for the river.

It will also provide a softer, sinuous relief to the city grid and complement the diagonal routes of Victoria and High Streets across the Central City. Road crossings along the river will provide for all modes of transport.

Traffic volumes will be reduced while allowing local vehicle access, enabling the banks of the Avon River/Ōtakaro to be developed into a pedestrian, cycle and recreation friendly river park. (See Transport Choice). Celebrating the river will allow a stronger integration of the streetscape and adjacent buildings with the river environment. There will be festivities and events to celebrate cultural diversity.

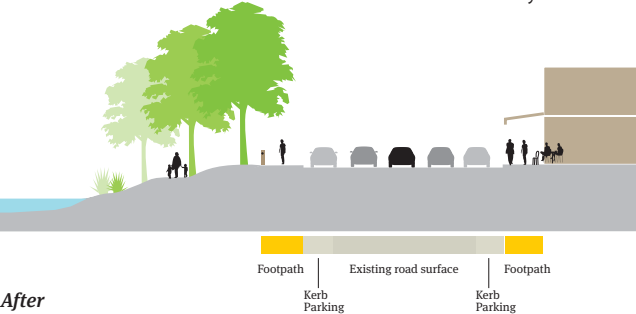
Along prime areas of the north-facing bank, cafés and bars will spill out onto the riverbank, inviting people to the river’s edge. New buildings, including hotels, will have balconies and windows overlooking the river park.

Supplementing exotic plantings with native vegetation at the water’s edge will provide the perfect habitat for native birds, eels and fish; boardwalks at certain locations along the river will provide access to the water; and swathes of grassed and easily graded riverbanks, planted with a mix of exotic and native trees, will provide both an environment for people to enjoy and a habitat for birds.

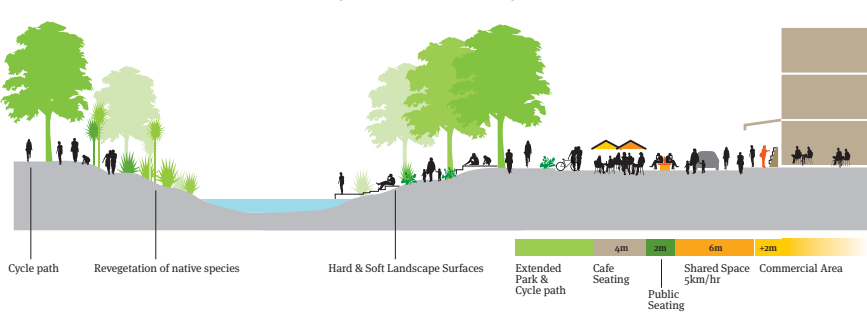
The health of the river will be enhanced through initiatives to reduce and clean stormwater entering the waterway, the expansion of the river corridor and the introduction of native habitat.

Streams and tributaries have historic significance within the Central City. These will be recognised and interpreted during the redevelopment of the central City by working with architects and designers.

Before



After



“Make more of a feature of the Avon River, to really enhance the ‘garden city’”.

Isabella, Christchurch

Left: Indicative cross sections for Avon River/Ōtakaro corridor in the Central City.





Left: Indicative image of the Avon River/Otakaro.

Avon River Park/Papawai Ōtakaro

Revealing tangata whenua values

Ngāi Wai Whakatipu: The Avon River/Ōtakaro was once the place of Ngāi Tahu and it remains a highly significant waterway, as a link to the past ancestors and their ways of life, and for current generations of Ngāi Tahu to be able to care for, and use.

Ngāi Tahu value the current and ongoing health of the river now and into the future, with a focus on ecological and river corridor plantings, and to ensure appropriate recognition and celebration of areas of important heritage and relationships for Ngāi Tahu, both along the river and within the wider Central City.

Ngāi Tahu through Te Ngāi Tūāhuriri Rūnanga will advise and guide projects in this Plan to ensure appropriate recognition, focus, and integration of tangata whenua interests and values.

Objectives to uphold the mana of Te Ngāi Tūāhuriri Rūnanga as kaitiaki of Ōtakaro will include:

Whakaoranga ngā Wai Ōtautahi – to bring life and health to the waters of Christchurch, and the Ōtakaro. This will support programmes to improve water quality, to protect and enhance springs and waterways, and to treat and manage stormwater in ways that support the Ngāi Tahu objectives for the river.

Avon River Park/Papawai Ōtakaro project

When: 2012 onwards

Where: Avon River Park/Papawai Ōtakaro

Who: Christchurch City Council

Cost: \$29.7 million for adjacent road modification, bank improvements, river crossings and waterway quality treatment

Whakakakahu Ōtakaro – which literally means to “cloak the river” will supplement exotic plantings with more indigenous species along the river (riparian and embankment plantings). This will support the cultural health of the river, improve water quality and provide a haven for the return of native birds and birdsong to the Central City, and to ensure that uses are well balanced.

Tūtohu Tangata Whenua – meaning that there are signs of Ngāi Tahu in the city, especially along the river. This will be implemented through places that acknowledge and reflect Ngāi Tahu and Māori in Christchurch, including through indigenous plants, mahinga kai areas, design features, interpretations, artworks, naming and bilingual signage. It will support the existing cultural markers along the river, and will establish new and appropriate opportunities through the new river park and other programmes in the Plan. As well as ensuring that any particularly sacred or sensitive places can be acknowledged in culturally appropriate ways.

Continuous journey

The continuous journey will encourage people to wander along both banks of the Avon River/Ōtakaro while minimising the interruption of traffic.

Pedestrians and cyclists will be given priority in the widened river corridor with new cycleways, footpaths and river crossings. Road crossings will be enhanced with paved platforms and kerb extensions. Appropriate lighting will improve safety and ambience. (See Transport Choice).

Buildings adjacent to the river corridor will be better connected with opportunities for increased pedestrian indoor and outdoor activity.

The river will be a recreational destination within the Central City and easily accessed from adjoining streets, precincts and parks.

“Embrace the Avon River, water is dynamic and alive and a wonderful focal point to build around.”

Stephanie, Rolleston





Above: Images of indicative indigenous planting for Avon River/Otakaro corridor.

Victoria Square

Original market space for Christchurch and site of the first bridge across the Avon River / Otakaro

Town Hall

Courts Precinct

Band Rotunda

Heritage building and landmark; this is one of the possible sites for an earthquake memorial

Avon Loop

Area of character housing which has suffered damage during the earthquake

Centennial Pool Site

Proposed children’s playgrounds

Library

Extended Central Library with outside spaces relating to the river

Worcester Boulevard

Pedestrian bridge where the Boulevard crosses the river adjacent to Our City, an interpretation centre and heritage building

The Terrace

Riverside entertainment precinct with cafes and restaurants

King Edward Barracks

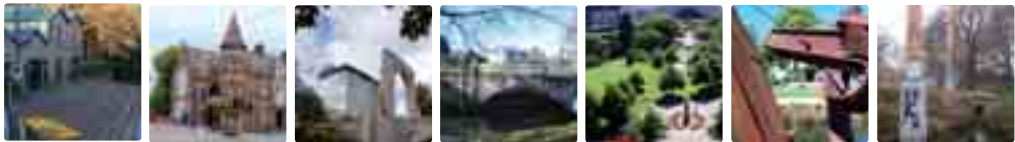
Significant riverside site owned by Ngai Tahu

Green Bridge

Durham Street bridge is closed to traffic to create a ‘green bridge’ for recreational use

Oxford Terrace

Traffic removed from part of Oxford Terrace to create a north facing promenade between the hospital and the Central City



Below: Images of cultural and heritage features along the Avon River/Otakaro corridor.

Sensory experience

Users of the new park will find places of interest, enhanced bridge crossings and a range of sensory experiences along the way. Some of these places will be peaceful and calming, such as a sensory garden near Christchurch Hospital, while others similar to Oxford Terrace will be active.

Stories about the river’s rich culture, heritage and natural values will be told through sculpture and interpretation.

Boardwalks at the river’s edge will provide opportunities to view eels, fish and waterfowl. Relaxing on the grass further up the bank or on the many seats along the way, it will be possible to listen to music from the bars, cafés or rotundas overlooking the river.

Sites along the Avon River/Otakaro will contain therapeutic features, such as scented and tactile plants, sculptures, sculpted handrails, water features designed to make sound and for play, offering a sensory experience for visitors. There will be braille and audio induction loop descriptions to aid the visual and hearing impaired.

Healthy river

Specific measures will be taken to improve the health of the Avon River/Otakaro.

Stormwater runoff from pollution-generating surfaces, such as streets and surface car parking will be mitigated with the installation of rain gardens in streets, regulatory adjustments requiring treatment of car parking runoff from private land and planted swales or other treatment measures at stormwater outlets. (See Transport Choice).

Treatment of stormwater from Addington Brook and Riccarton Stream will improve water quality before it enters the Central City environment. Bank works, new islands and other improvements along the river will create and improve natural habitat for fish, eels, birds and invertebrates.

Flooding and erosion will be mitigated by reducing peak stormwater inflows into the river and providing flood storage within wetlands parks where appropriate.

Greening Cathedral Square

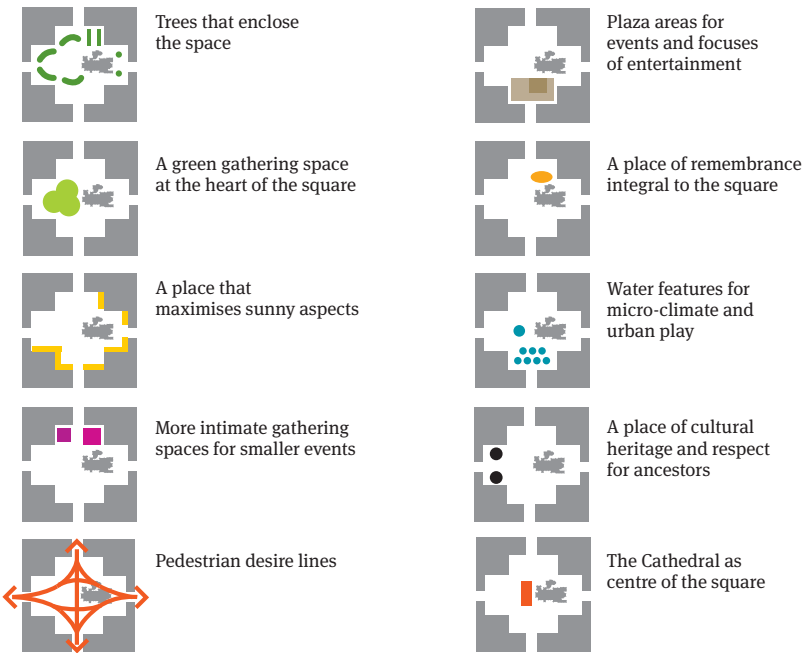
Cathedral Square will continue to be the cultural and civic heart of Christchurch but greener.

This will be the place to be - to meet friends, eat lunch, enjoy a stroll, be entertained, listen to music, connect free to the wireless network or simply just sit and think.

Cathedral Square will be a place for all people to reflect on Christchurch’s rich and varied cultural heritage and to celebrate new beginnings. New architecture will enhance its unique shape and inspire, activate and frame the city’s civic heart. Cafés, restaurants and shops will enliven the edges encouraging visitors to linger. Trees, grass and water features will be introduced to soften the hardscape. Picnic areas will be provided for families and ample seating for older persons.

Cathedral Square will continue to be the main venue for civic events, festivals and performances and will cater to a variety of artistic expression. Residents and visitors will be drawn to the Square, enabling interaction for all ages and cultures. Movement around the edges and convenient routes across Cathedral Square will be accommodated. Those looking for a quiet retreat will find sheltered places to meet friends or just sit and enjoy the sun. Trees and grass will enrich the Square, providing a good balance of hard and soft surfaces, with well-placed and shaped trees, colourful flowers, and modern expressions of art and landscape architecture. Council will work closely with adjoining landowners to the Square to complete this work.

Analysis for Cathedral Square:



Above: Conceptual image for Cathedral Square

Below: Conceptual image for Cathedral Square



Greening Cathedral Square project

When: From 2015 to 2017
Where: Cathedral Square
Who: Christchurch City Council
Cost: \$250,000 for a design competition in 2015-2016; \$12.5 million in 2017 for enhancements



Left: Cathedral Square is one public space but it is experienced and can be divided into smaller different spaces that offer a variety of city life. From top left: Trees provide pleasant sitting and eating areas; Grass to sit on for reading and relaxing; Steps for seating on; Performance space; Sheltered seating space for lunch breaks; water features to celebrate Christchurch's water; Event space; Promenading pathways to stroll along.

Cranmer and Latimer Squares

Cranmer and Latimer Squares will be enhanced with new planting, lighting, seating and improved access to allow residents and visitors to enjoy these areas of special natural and cultural heritage.

This project will be aimed at attracting more people to the Squares for longer periods of time, where a diverse range of activities will be offered throughout the year to enhance urban life.

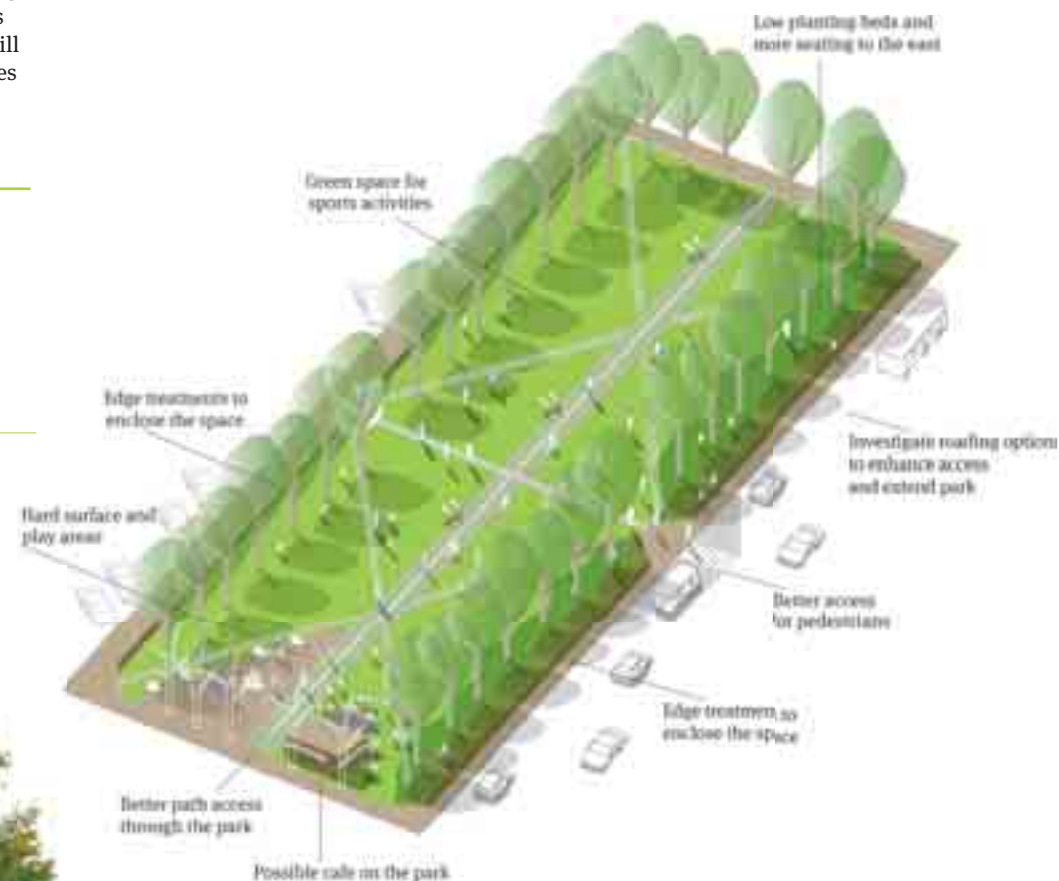
The new designs for Cranmer and Latimer Squares will respect their European heritage, preserving the historic shape and the mature trees that frame the sizeable green spaces, while enabling them to become more active in the life of the Central City. The Council will modify surrounding roads and footpaths to improve access for pedestrians and cyclists. See Transport Choice.

The provision of better lighting, seating and paving, along with improvements to entranceways and internal paths will enhance the appearance of the Squares and make the spaces more useable, comfortable and safe.

“Keep lots of open areas and parks ensuring it keeps the English feel about it.”

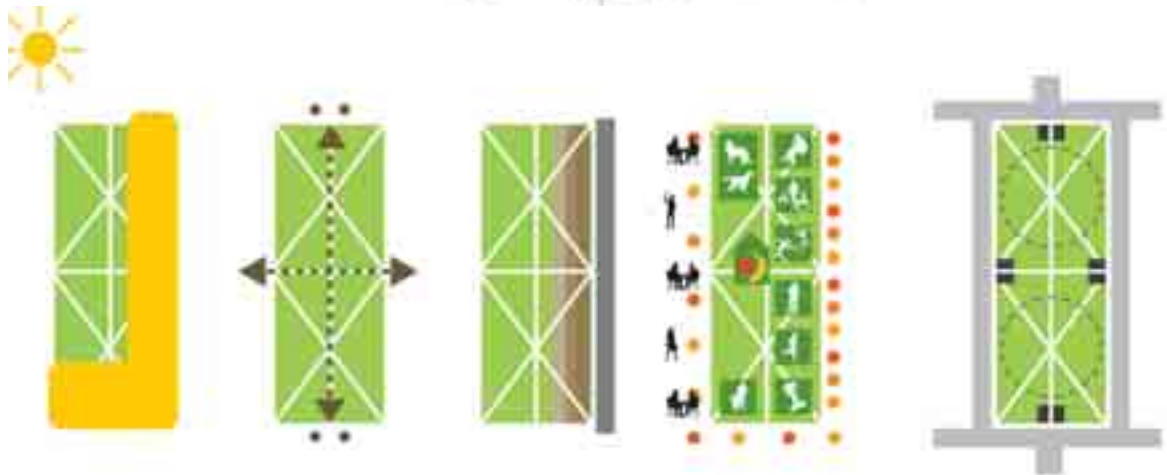
Bruce, Cashmere

Conceptual image - Cranmer Square



Left: Events and activities will add vibrancy to the Squares.

Conceptual image - Latimer Square



Cranmer and Latimer Squares project

When: Design evaluation initiated in 2012 for Latimer Square and 2013 for Cranmer Square. Implementation of landscape concepts by 2015 for Latimer Square and 2020 for Cranmer Square

Where: Latimer and Cranmer Squares and immediate surrounds

Who: Christchurch City Council

Cost: \$2.85 million

Above: Residents will be able to relax and enjoy a range of activities in the Squares.

Central City parks

A network of parks and public spaces offering green escapes will be peppered throughout the Central City in neighbourhoods and central core.

The Central City Greenway, Community Gardens, Pocket Parks and Family-friendly Parks will combine to create a link and variety of green spaces within the Central City that promote active lifestyle choices.

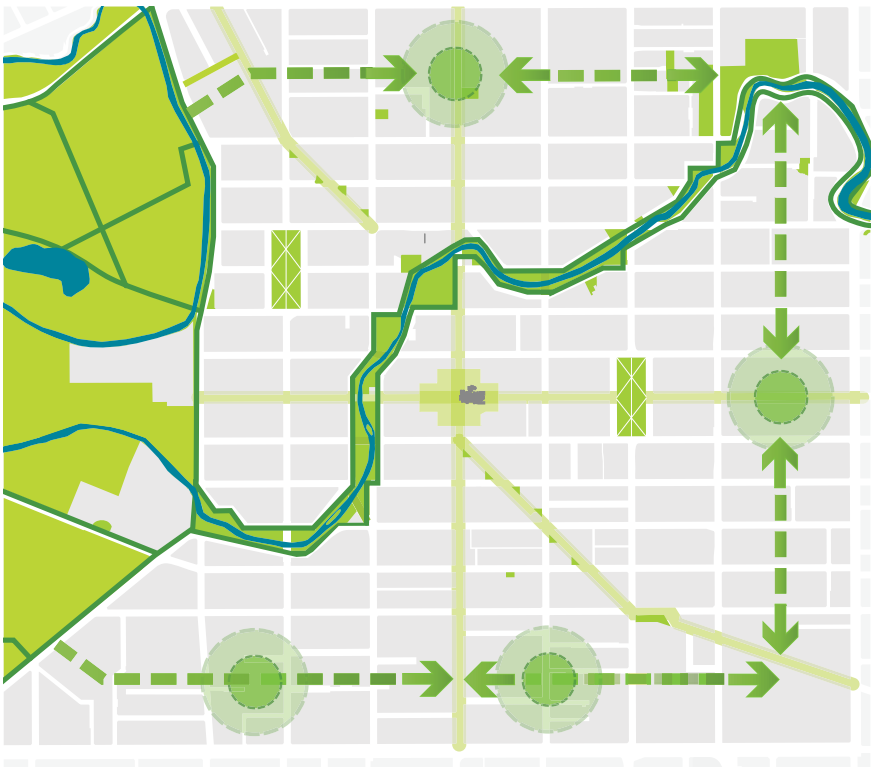
Where appropriate, sustainable and practical, the use of recycled materials, including bricks and timber from Central Christchurch will be used to create these parks.

Right: A greenway, family friendly parks, edible gardens and pocket parks along with the high amenity slow core and 20 new pocket parks will create an attractive and connected neighbourhood network of parks and gardens.

"A restful not frantic space with green places and/or corridors providing a safe environment for pedestrians and cyclists."

Share an Idea, Community Expo

- Open Space and Walking and Cycling Friendly streets
- Indicative Greenway
- Indicative Neighbourhood Park



Central City Greenway

A new pedestrian and cycle greenway will pass through residential areas in the Central City to create a safe and enjoyable connection between family friendly parks, plazas, recreation destinations, schools and adjacent neighbourhood centres.

The Central City Greenway is critical for the revitalisation of Central City neighbourhoods and new living areas. This on and off-street network of green spaces will connect neighbourhoods and character areas to key recreation destinations and new family friendly parks and plazas.

The greenway will improve amenity, provide opportunities for the planting of large character trees and community gardens, encourage biodiversity, attract birdlife and provide active and passive recreation space for residents in higher density living areas.

The location and design of greenways will be developed in association with adjoining owners and developers to ensure public safety and shared access.

Right: The greenway will incorporate many aspects of city life: exercise, edible gardens, biodiversity and playing and recreational opportunities.



Central City Greenway project

When: Acquire seven greenway park links by 2018 and balance by 2030. Purchase two family friendly parks by 2018 and two by 2022. Purchase one plaza by 2025. Two ROWs acquired and developed by 2018 and three by 2022. Develop four neighbourhood centre plazas by 2030. 15 greenway street renewals undertaken as part of the street renewal programme by 2025

Where: Located through the residential areas parallel to Bealey, Fitzgerald and Moorhouse avenues

Who: Christchurch City Council and development community through private development agreements and public private joint ventures

Cost: \$26.2 million for land acquisition and development

Community gardens

Community gardens will be encouraged in the Central City to provide opportunities for residents and schools to enjoy fresh, locally grown food and to promote learning and social activity.

Community gardens are places where people can come together to grow food, share experiences and have fun. Community gardens are run by volunteers who organise working bee's, harvest festivals and host courses on gardening, composting, healthy eating and sustainable living.

Community gardens project

When: From 2013
Where: At least three Central Christchurch locations
Who: Christchurch City Council, Canterbury Community Gardens Association, Central City schools, residents associations and Ngāi Tahu
Cost: \$300,000

Community gardens are often associated with schools and early childcare centres, allowing students and their families to enjoy and learn from the experience of others in their local community. Community gardens thrive in suburban Christchurch, this project will encourage gardens to be established within the Central City.

Three new community gardens are planned for the Central City as part of a network of new Central City parks. The Council will work in collaboration with community organisations, such as the Canterbury Community Gardens Association, Central City schools, residents' associations and Ngāi Tahu to identify and develop sites. At least one site will be dedicated to edible and medicinal native plants to showcase our natural and cultural heritage.

Council support will be tailored to the needs of each site, but could include land purchase, site development, equipment, storage facilities or the provision of fruit and nut trees. Sites will be cared for in partnership with the community and links with community, school and early childcare education programmes, and Central City farmers markets will be encouraged.

Pocket parks

New pocket parks will be created throughout the heart of the Central City to provide accessible green spaces for workers, residents and visitors to enjoy a range of social and cultural activities.

Pocket parks help create liveable and attractive cities. They offer inviting places to have lunch, meet friends, be entertained or respite away from the bustle of city life. Pocket parks enrich daily life and complement architecture, historic buildings and important places.

Parks will be designed for a wide range of uses, including sporting and leisure activities, and will reflect Christchurch's natural and cultural heritage.

About 10 to 12 pocket parks will be provided through a combination of land purchase, developer partnerships and incentives. They will range in size from 75sqm to 2000sqm and provide a mix of uses. To celebrate tangata whenua concepts and identity Maori, themes and artworks will be incorporated into the design of appropriate parks. Sites will be created to align with redevelopment and to encourage commercial activity.



Above: Pocket parks will provide a range of intimate spaces to surprise and delight.

Pocket parks project

When: Six pocket parks purchased in the commercial core by 2018 and the balance by 2030
Where: Pocket parks throughout the compact commercial core
Who: Provided by a combination of Council land purchase, developer partnerships or incentives for private redevelopment
Cost: \$5.2 million

Family-friendly parks

Four family-friendly parks located along an inner-city green network will provide space for fun and fitness, enhancing city living and provide improved access to open spaces.

Increasing the availability and quality of open spaces is considered vital to provide for a diverse range of urban lifestyles. This project will fill gaps in the allocation of green space in the Central City and offer creative design solutions to accommodate a range of users as asked for by the community.

Playgrounds, community gardens, public art and cultural elements will be linked to improve access throughout the Central City to cater for varied interests and activities. These spaces will provide a venue for people all ages and cultures to meet and interact. Heritage trees will be preserved and biodiversity will be enhanced on the proposed Greenway.

The Council will secure four parcels of land early in the development process through a land acquisition protocol to promote development of the greenway network. Two parks will be developed in the southern area and one to the east and north of the



city centre. These will be dog friendly parks. Easements will also be considered to improve access to the parks and along the walking and cycle-friendly green network. Also see Central Playground in City Life.

Family-friendly parks project

When: Develop two parks by 2016 and two parks by 2020
Where: Two parks will be developed in the southern area and one to the east and north of the city centre
Who: Christchurch City Council
Cost: \$3 million

Eco streets

New eco streets will improve the water and environmental quality of the Central City through the planting of trees and the installation of permeable surfaces and rain gardens to reinforce our Garden City identity.

The extensive repair of inner city streets provides an opportunity for the Central City to implement green solutions that have substantial and quantifiable benefits. Eco streets will provide pleasant and attractive micro-climates for people to enjoy and will result in a healthier environment.

The Council will commit to improved water quality and sustainability benefits by allocating 10 per cent of every street renewal budget to achieving eco streets. (See Transport Choice).

Green infrastructure may include:

Street trees and gardens serve an important role in delivering both environmental quality improvements and aesthetic benefits to the Central City. A Central City Street Tree and Garden Masterplan will be adopted to ensure a coordinated, consistent and appropriate approach to implementation. Tree and plant species, as well as design details, will be specified in the Masterplan.

Rain gardens and swales work by intercepting stormwater runoff, slowing it temporarily or reducing its volume, filtering pollutants through the use of soils and plants, increasing permeable surfaces and adding native vegetation. Stormwater running off the streets into the Avon River/ Ōtakaro is a major contributor to water pollution. Rain gardens will improve water quality by reducing and filtering stormwater at the source.

Permeable paving will be used to create hard functional surfaces in the street that also allow stormwater to percolate through. This will improve the water quality of the Avon River/ Ōtakaro by reducing the amount of untreated stormwater discharged into the river. It is a low-maintenance, cost-effective and sustainable method to create desirable environmental outcomes. Permeable paving uses a range of materials including permeable concrete, gobi blocks, resin bound pavers and open jointed or porous artificial turf.

Temporary eco streets are interim solutions to ease the way between the existing condition and full street repair. Moveable green features like planters will be located to instantly enhance and beautify the city early in the rebuilding phase. They will also assist legibility of new street layouts and uses.

“Wider, tree-lined footpaths, providing shade in the summer.”

Scott, Northwood

Eco streets project

When: Eco streets will be implemented with the ongoing street repairs programme. Temporary eco streets will also be implemented with the transitional city implementation programme

Where: Streets in Central City with a focus on the compact CBD and main streets

Who: Christchurch City Council

Cost: \$12.68 million

Green infrastructure may include:



Above: Rain gardens to filter the storm water run off from streets and footpaths.



Above: Permeable paving reduces the amount of stormwater runoff discharged to the Avon River/ Ōtakaro



Above: Street Trees improve the environment for peoples comfort and the ecological health of Central City.



Above: Temporary Eco Streets with tree planters to improve the amenity and make streets more legible for users during the period between Central City reopening and full street renewal and repairs.

Greening the roof

Green walls and roof-top gardens will be encouraged in the Central City through demonstration projects, incentives and best practice guides.

Roof gardens and green walls can be visually stunning. Plants growing up or on buildings help to absorb summer heat, reduce the cost of air-conditioning and improve air quality by capturing emissions, dust and reducing noise. They also act as bio-filters, naturally cleaning and slowing down the flow of stormwater and provide habitat for native birds and insects. Perhaps most importantly, green walls and roof gardens can create an enjoyable environment for people, giving Central Christchurch a modern garden city image.

The Council will encourage green walls and roof gardens using demonstration

projects and financial incentives. The Council will establish at least five showcase examples of green roofs or walls on suitable buildings within the Central City. These demonstration projects will include greening Council facilities, such as car parking buildings and the new metropolitan sports hub.

Financial incentives will also be available to install green roofs on selected domestic and commercial buildings.

The Council will develop local guidelines to promote green walls and roof gardens. Best practice guides will be developed to suit local conditions, plant species and building designs.

Green walls and roofs will also receive credits in the green building point rating systems that will be advocated and regulated in the Central City Plan to raise the minimum standards of environmental performance for buildings.



Above: Green roofs can provide both high quality water management benefits and recreational opportunities.

Greening the roof project

When: Showcase buildings established early in redevelopment

Where: Demonstration on at least five Central City buildings including Council car-parking buildings, the new metropolitan sports hub and selected domestic and commercial buildings

Who: Christchurch City Council, New Zealand Living Roof Organisation, Landcare Research, New Zealand Green Building Council

Cost: \$2.76 million

District heating

A world-leading renewable energy scheme generating affordable electricity and central heating from waste materials and biomass will be investigated.

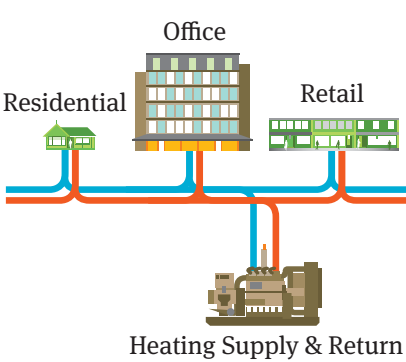
The redevelopment of more than 1000 buildings presents a rare opportunity to reconsider the way energy is generated and supplied to buildings and homes in the Central City. Christchurch can adopt world-leading technologies to harness energy from waste, to provide an affordable source of electricity and central heating. By adopting a localised approach to energy, Christchurch can become a low carbon community, create a more secure and clean energy future and provide a strong proposition for attracting reinvestment in the city.

The Council, together with key industry partners and European energy experts, will explore opportunities to supply low-cost, renewable energy to buildings in the Central City. Christchurch has a

rich supply of renewable energy sources that could be used to produce electricity, hot water for central heating and other commercial uses. Materials such as agricultural and forestry by-products, industrial sludges, sewage and landfill gas, wood waste from the demolition of quake damaged buildings and solar energy are all potential sources of energy.

A detailed feasibility study may determine how suitable this internationally proven, district energy approach will be for Christchurch. If feasible and sustainable, this project would involve the creation of a new utility. The utility would construct a renewable energy power plant and install an underground network of pipes before the repair of Central City roads. Lower energy prices would encourage developers to make the necessary building modifications to make use of the new energy service.

The Christchurch Agency for Energy (CAFE) will take the lead role to investigate a district heating scheme.



Above: District heating has environmental and economical benefits for buildings. The heating and cooling plant is located off site outside of the Central City.

Right: A tradesmen lays underfloor heating cables.

District heating project

When: 2013 to 2016

Where: Within the Central City, proportion of the network distribution system/ducting

Who: Christchurch Agency for Energy (CAFE), Christchurch City Council

Cost: \$40 million



Green technologies

The Council, through leadership, incentives, best practice demonstrations, standards and building assessment tools will encourage green buildings in the Central City.

Christchurch has an opportunity to create a new and distinctive identity through its built form. Green buildings provide numerous social, economic and environmental benefits and will create a lasting and positive legacy for the future.

The Council will encourage green buildings that are powered by renewable energy, use less water, are made with local and recycled materials and help to visibly green the city with roof gardens and green walls.

Sustainable buildings provide healthier living and working spaces, and through resource efficiency, are more affordable to use and maintain through operational savings. Creating a green city will continue to attract residents, business and visitors to Christchurch for generations to come.

What is a Green StarBuilding?

The New Zealand Green Building Council has developed tools to assess the environmental performance of homes through the Homestar rating tool, and commercial buildings through the Green Star rating tool.

These tools enable building design and operation to be compared and scored using a number of stars to indicate performance. Through these voluntary systems, developers and builders are able to select from a wide range of green solutions.

Buildings with the greatest number of green attributes receive the greatest number of stars. A five-star building exhibits best practice in New Zealand, while a six-star building is world leading.

Experience in New Zealand shows that Green Star buildings have lower operational costs, achieve higher rentals, are vacant for shorter periods of time and have higher capital values.



Above: Worcester Boulevard view of Christchurch City Council Civic Offices; it is a six star building.

Right: Solar panels are a great source of renewable energy.



Green pledge

The Council will provide leadership in developing green buildings and businesses will be encouraged to build or use green buildings through a visible green pledge.

To provide strong evidence of the community’s commitment to build, own and tenant green buildings, the Council will create a Green Pledge. A Green Pledge website and resource pack will be developed to help showcase and build demand for Green Star buildings.

Local case studies together with helpful resources for developers, tenants and residents will be created. In support of this project and to encourage others to develop best practice green buildings, the City Council will commit to design and build new public facilities that are at least five Green Stars (or equivalent) as determined by the New Zealand Green Building Council.

The Council’s Six Green Star-rated Civic Building is a good example of Council’s commitment to green buildings.

“Enforce eco-friendly and sustainable buildings to promote a clean green garden city with unique and innovative architecture.”

Luke, Heathcote Valley

Green technologies project

- When:** Early in 2012
- Where:** Online tool, plus Council demonstration projects
- Who:** Christchurch City Council
- Cost:** \$450,000 for assessment of Council buildings and website development

Build it back green

The environmental design and performance of commercial buildings will be advanced through the creation of a new building assessment tool specifically designed for the Christchurch rebuild.

The Council, in partnership with the New Zealand Green Building Council will develop a new rating tool to encourage holistic design and to improve the environmental performance of new buildings.

The new Build Green Christchurch tool will be developed specifically for the Christchurch rebuild using the proven framework of the Green Star rating tool. Changes to the Christchurch District

Plan are proposed that would require new office, retail (shops, cafés, bars and restaurants), apartments and mixed use buildings within the Central City to achieve a pass score under the new Build Green Christchurch Tool.

Achieving a pass would allow new commercial developments to become a permitted activity under the District Plan. This standard would create a level playing field for developers and promote green solutions relevant to Christchurch.

Build Green Christchurch will provide a streamlined and inexpensive assessment of building designs over a wide range of measures such as project management, energy, water, waste and materials, emissions, transport, indoor environmental quality, land use and ecology.

Developers will be able to choose which combination of green building elements they would like to target for achieving the pass score. This flexible approach would allow developers to match green solutions to their particular building design, budget and tenant needs.



Above: A green wall reduces off site stormwater runoff and contributes to building insulation.

Build it back green project

When: Green Start tool released January 2012

Where: Central City pilot programme Jan 2012 to 2013

Who: Christchurch City Council, New Zealand Green Building Council and development community

Cost: \$100,000 for tool development and marketing

Incentives for Green Star buildings

To encourage best practice in building design and performance, the Council will encourage Green Star buildings using a range of financial and non-financial incentives.

To encourage Green Star Buildings, and in recognition of the benefits that green buildings provide, the City Council proposes to use a range of financial and non-financial incentives. These are:

- Rapid and low cost consent processing – Green buildings will be given priority for fast-track consents and reductions in processing costs will be investigated.
- Favourable consent conditions – Building designs that achieve at least Five Green Stars will be eligible for building height and volume bonuses.
- Development contributions - Buildings achieving at least a Five Green Star rating will be able to claim back the value of the Council’s development contributions.

- Design Services – Access to Green Star accredited professionals and Council staff who can advise applicants on green building matters
- Eco-Design Adviser – the Council will establish an Eco-Design Adviser service to provide advice about household design and renovation.
- Capital works scheduling – Where possible, the allocation of resources and the scheduling of the Council’s capital improvements will be directed at areas that have green buildings.
- Design awards – To showcase best practice and to motivate innovation the City will host an annual design award. Best practice approaches will be profiled and promoted by the City Council as part of the new green vision for the city.



Incentives for Green Star buildings project

When: Early in 2012

Where: Central City

Who: Christchurch City Council

Cost: \$3.5 million

Left: Insulation installed during construction

Distinctive City

Low-rise buildings - three or four stories.

Trish, Christchurch

Restore iconic buildings, Cathedrals, Provincial Council Chambers, Cashel Mall facades, Arts Centre and Museum.

Roger, Shirley

Have building frontages that interact with the street life i.e. not faceless, glass walls or enclosed shopping malls.

Share an Idea, Community Expo

Keep the buildings low rise - it lets lots more natural light in to the city.

John, Fendalton

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.

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, being 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 and neighbourhoods to provide a strong sense of place, well served by a connected networks of lanes.

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 quick and 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.

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 and make the Central City their own place again and encourage a more balanced density. Precincts and neighbourhoods will be created that are unique to Christchurch’s Central City, 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. Christchurch is one of few cities in the world with an intact and clearly legible historic street grid.

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 is not being imposed as such, but is likely to emerge as buildings are replaced over a concentrated period of time. 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 and neighbourhoods |

We must respect the past but build for the future.

The Very Reverend Peter Beck, Dean, Christchurch Cathedral

Different precincts - food and entertainment, business, art and crafts market, boutique shops...

Michele, Parklands



Overview

The Distinctive City chapter focuses on re-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. DistinctiveCity 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 distinctive city and will be delivered as a partnership between local government, central government agencies and private investors.

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

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 underpin a revised regulatory framework to inspire higher quality in the city's new buildings while ensuring these relate well to each other and our public spaces.

Lower rise buildings of up to seven storeys 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.

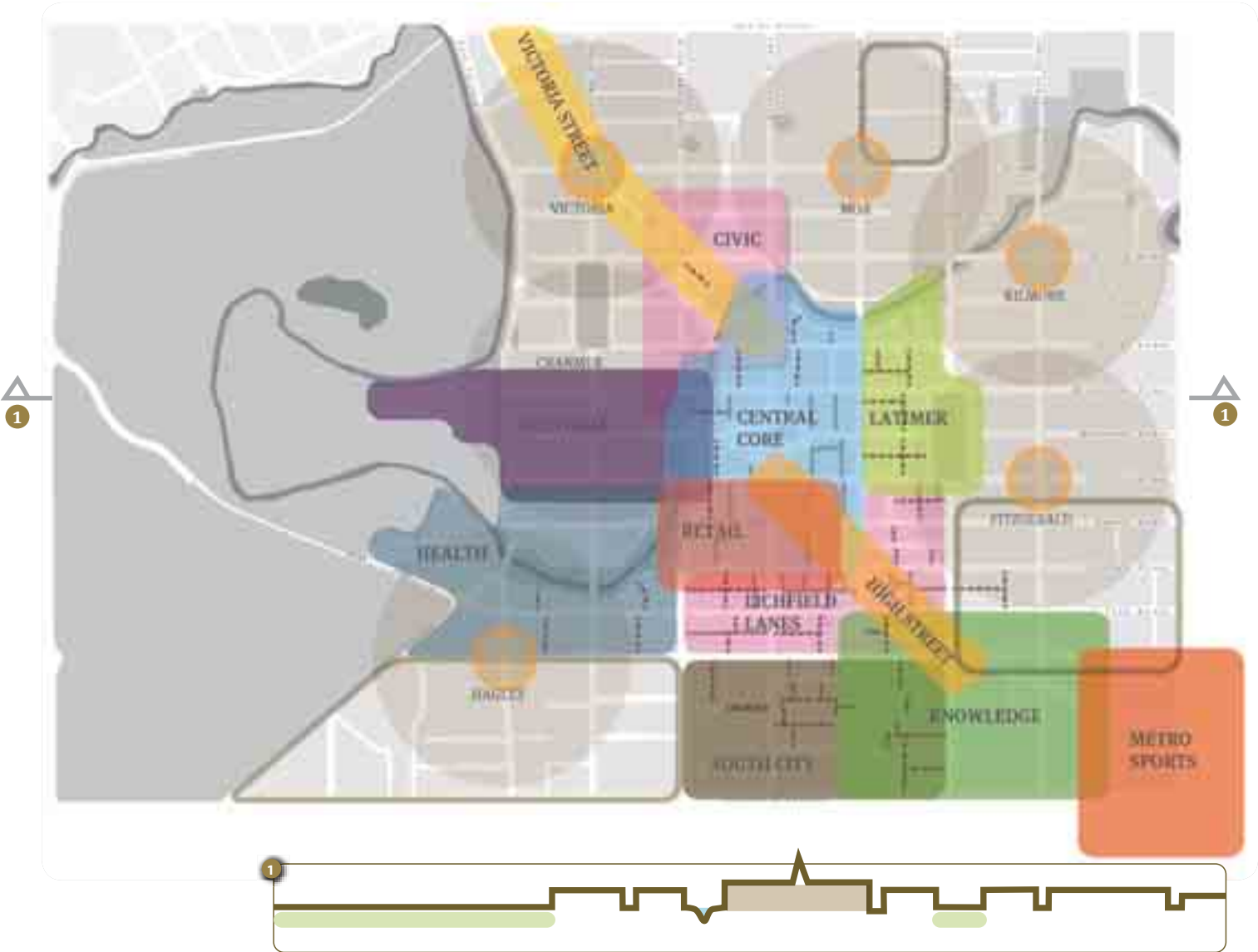
The challenges of heritage retention in an active seismic region are acknowledged while recognising the benefits of retaining heritage buildings as our familiar landmarks in the redevelopment of our central city. The Council will take an approach which seeks to retain these important links including through increased grant funding and targeting this to recognise the need for repair and strengthening work, and 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. 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 treatment of public streets and spaces, for example through the materials used, the street furniture 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
- The central city has the greatest concentration of retail, office and residential activity in the Greater Christchurch area
- 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
- Residents are satisfied with the appearance and function of residential areas in the Central City
- 1000 new buildings have a Build Green Christchurch rating

The Plan



- Legend**
- Neighbourhood Centres
 - Neighbourhood Catchments
 - Transition Areas
 - Existing Lanes
 - Potential Lanes
- Precincts and Neighbourhood Centres are labelled on map
Map is 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 a new regulatory framework (see Volume 2) that will seek high quality outcomes. To successfully deliver this a strong partnership between the public and private sector is required.

Below: A low-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 low-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 applied 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 process building consents in line with the Building Act and 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 through the standards achieved for new buildings and retrofitting of existing buildings. Recognition for buildings that meet or exceed the building code levels will be considered. This 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

Respect for the past

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 built heritage provides a visible and tangible link to the past. The earthquakes have caused extensive damage to our built environment, particularly in the Central City. The city has an opportunity to build a Central City that retains important links to our past while realising the potential for new buildings to be valued in the future.

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.

“I wish to see both balances of heritage buildings and modern buildings.”

Share an Idea, Community Workshop

Legend

 Sensitive edges

Character Areas are labelled on map
Map is indicative only.

Recognition of character map:



Recognition of character

A number of streets and places have been identified within the Central City as critical to Christchurch retaining and enhancing its special character to attract business and visitors.

The regulatory framework will align the urban design provisions to recognise their characteristics and the potential contribution they will make to the city as it rebuilds.

The Central City has been identified as consisting of a number of areas of differing character before the earthquakes, such as New Regent Street and Lichfield Lanes. This character can continue to contribute to the sense of place and identity to the city post earthquake. Key streets and places provide the sensitive edges that support the character of these areas and the historic street grid.

The character of these areas can be retained or enhanced through considering the appropriate addition of new buildings to these streetscapes, in particular, the height of buildings and set back from the street. Each supports a distinctive identity for the Central City and provides the focus for the development of precincts which bring economic benefits to the Central City.

Streets and places with a number of existing buildings will post earthquake help retain heritage values and create a unique environment within the city. Respecting the character of these streets and places will create long-term benefits for the areas they support and support the development of precincts which bring economic benefits to the city.

Assessment criteria in the Christchurch City Plan will guide expectations for higher quality urban design in the most sensitive aspects of the Central City, such as key streets and places, without being prescriptive. The sensitive edges

of the city are identified for qualitative assessment for their impact and importance to the city beyond their immediate development site.

The streets and places are:

- High Street
- Lichfield Street
- Cashel Street
- Worcester Boulevard
- Cathedral Square
- New Regent Street
- Latimer Square
- Cranmer Square
- Victoria Square
- Victoria Street
- Colombo Street
- Edge of Hagley Park
- Avon River/Ōtakaro Corridor

Recognising character project

What: The character of key streets and places will be recognised through the regulatory framework

When: Through adoption of the Central City Plan

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

Cost: Staff support of resource consent processing

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 end of July 2011, about 80 listed heritage buildings have 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 the 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 3 August 2011 is provided in an Appendix, 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 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 keep alive these cultural and physical links to the past.

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
2. Increase heritage grant funding and target towards 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 waiver of consent fees
5. Review the Council’s Earthquake-prone, Dangerous and Insanitary Buildings Policy for Christchurch and Banks Peninsula
6. Work with the Canterbury Earthquake Heritage Building Fund Trust to develop a campaign to attract national and international funding

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 demolition in the Central City

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



Above: Significant heritage buildings where repairs are underway - The Arts Centre, Worcester Boulevard and Canterbury Museum, Rolleston Avenue.

Familiar landmarks project

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

When: Support sought immediately through national and international contributions to retain key heritage buildings. Council’s additional grant funding will be increase for a five-year period.

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

Cost: \$31.45 million total - Council’s heritage grant fund increased from \$842,000 to \$5 million annually.

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, which typically involves reassembly and reinstatement, not to preserve, which involves little to 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 principles.

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 viable uses.

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.



Above: Adaptive reuse and strengthening of existing buildings can create vibrant character areas.

“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 Christchurch City Plan and promoting successful case studies.

When: 2011 onwards

Who: Council, building owners and their professional design advisers

Cost: Existing and additional grant funding to be targeted

Retention and reuse of materials

The reuse of material, retrieved and retained from demolished heritage buildings 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 building owners to retrieve key heritage materials and it will develop guidelines for sensitive and appropriate reuse in new buildings and the 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 approaches through its streetscape plan for incorporating salvaged materials 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: Now, while demolition is underway

Who: Council to develop guidance to assist building owners and CERA through the demolition process

Cost: Storage costs will be met through existing budgets

Facade 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.

Facades can be strengthened and sympathetically incorporated into new buildings. In order to achieve successful results a number of factors will be considered and incorporated into the regulatory framework 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 regulatory framework and development of guidelines will support façade retention where appropriate

When: Where full retention of a heritage or character building is not feasible

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

Cost: Through existing and additional grant funding

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 roovescape and, together with lower building heights, form the basis of a new identity.

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.

Lower heights will let more sunlight into streets and public spaces and provide a people-friendly scale to the Central City. These also contribute to people’s perception of safety 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 environment.

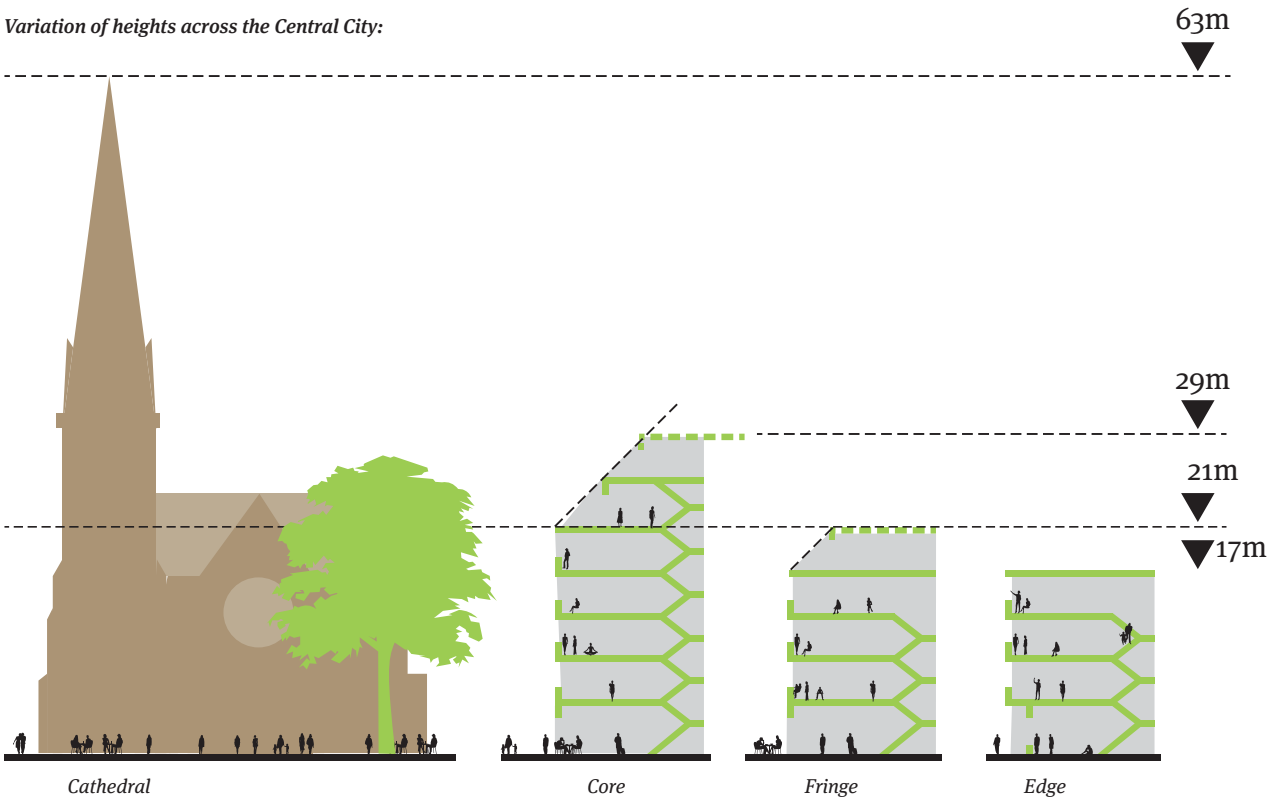
There are differing perceptions of what building height and how many storeys may be considered low rise. This plan outlines an approach which responds to the community sentiment of a low-rise city, creates liveable streets and spaces, and is mindful of the economic realities and demands for future capacity in the Central City.

Minimum and maximum heights will be identified in the City Plan. Heights will vary

from the Core (see maximum building heights across the city) with a maximum of seven storeys to the Edge with a four storey maximum. An additional floor will be offered as an incentive where good urban design and green technologies are employed. Heights along street edges will be restricted to achieve a good street environment with additional 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 and Cramner Square.

Variation of heights across the Central City:



Height and human scale project

What: Minimum and maximum height limits with additional floors as an incentive where good urban design and green technologies are employed

When: Once the Central City Plan is adopted

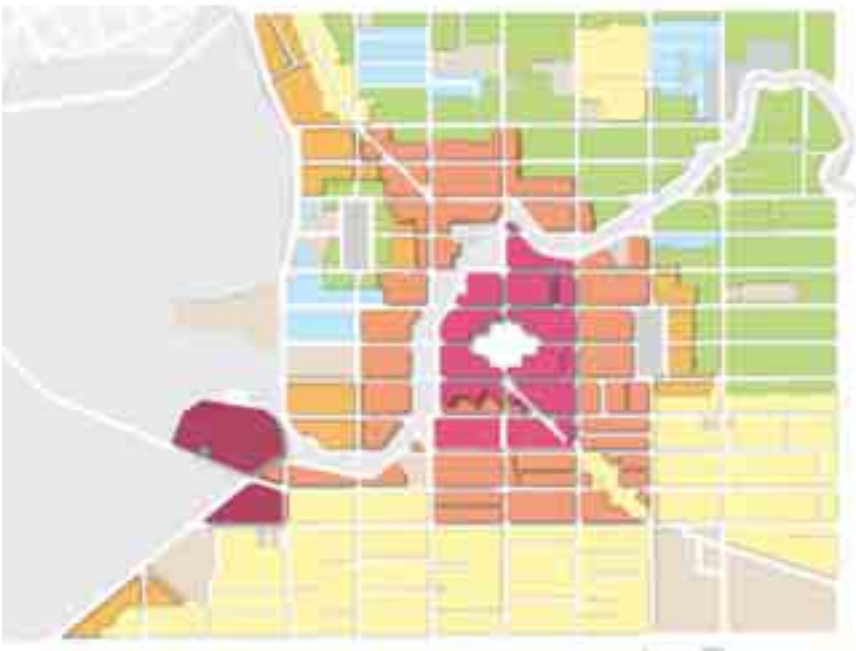
Who: A shared responsibility between building owners, designers, engineers, and local authorities

Left: A gradual reduction of height from the Central City core to the edge. This will respect the visual connection to the spire and the height of trees. There will be an option for a bonus floor.

Before and after benefits of a low-rise City:



Maximum building heights across the City:



Legend

- 30m - Christchurch Hospital
- 29m - 7 Commercial Storeys
- 21m - 5 Commercial Storeys
- 18m - 5 Residential Storeys
- 17m - 4 Commercial Storeys
- 14m - 4 Residential Storeys
- 8m - 2 Residential Storeys
- Other

Map is indicative only.

Good urban design

Well-designed buildings should fit comfortably with existing architecture and future developments 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 regulatory framework and supporting design guidelines 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 on future development in the surrounding location. This will ensure all developments work together and provide a coherent collection of buildings and spaces across the Central City.

The Central City Plan will include the good urban design principles of a development that can be quantified, including building height, set backs, mobility access and aspects of the street frontage. These aspects will be specified as rules to provide the certainty needed to plan the basics of developments.

Examples of qualitative aspects are facade articulation, rooflines, signage, site landscaping, heritage and special character. This approach allows quality control without discouraging creativity

and allows proposals to be considered within context. Design guidance will also be provided to explain the principles of good urban design.

Private developments are just one element, the same quality of design and construction will be applied to the city's streets, open spaces and other public facilities.

The basic top 10 components of a successful plot-based development - fronts, sides, backs and corners - are explained below.



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



Active ground floors



Articulation on the facade

Top
Middle
Base



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 critical. The principles are:

1. Continuous built edge: A combination of minimum and maximum 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: With a defined range of building heights creating some visual order to streets, it is important to balance this with strong variation in roof forms, avoiding long unbroken lengths and creating 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

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

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.



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

Good urban design project

What: Design standards and guidelines to promote high-quality rebuilding

When: Once the Central City Plan is adopted

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

Cost: Estimated costs of \$2 million per year to support consent processing and the operation of the urban design panel

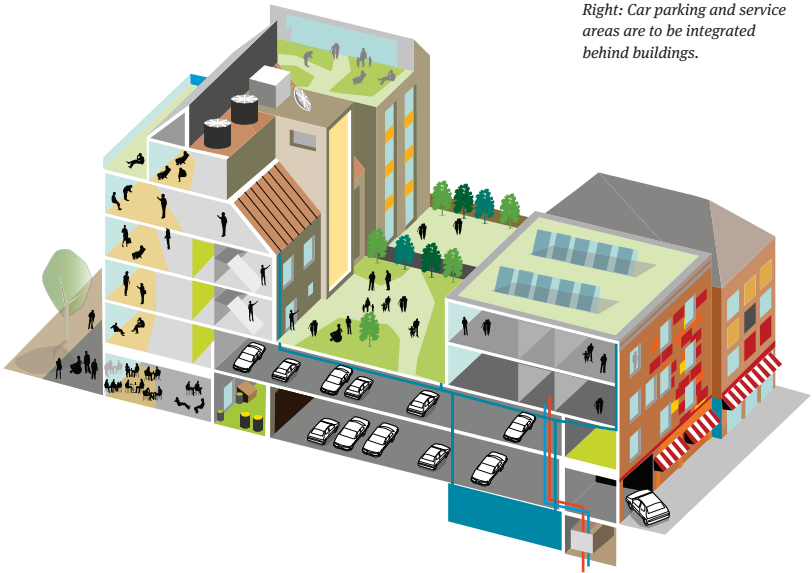
Out the back

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. In blocks with lanes and internal public courtyards.

The principles for the backs of buildings are:

- 8. Private amenity: Courtyards, roof gardens and balconies provide important outdoor spaces for occupants to gain relief from the confinement of internal 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 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 and lift shafts within the overall building design minimises their visual impact to occupants and neighbours.



Right: Car parking and service areas are to be integrated behind buildings.

Strengthening the grid

The grid of the city is a strong feature of Christchurch and 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, Cranmer and Latimer Squares and two diagonal streets cutting across the grid – one originally leading to Papanui Bush (Victoria Street), the other to Ferrymead near the base of the Bridle Path (High Street/Ferry Road).

Despite some relief, the formality of the colonial grid creates enormous spaces, both between and within its 100m x 200m blocks.

Three large squares provide generous public open spaces within the Central City, in addition to the vastness of Hagley Park. Christchurch's wide streets permit distant views to the Port Hills and Southern Alps.

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 and the creation of different types of laneway and courtyard spaces within blocks. This ensures the scale of the city becomes more people-friendly and accommodates a diversity of activities and experiences.

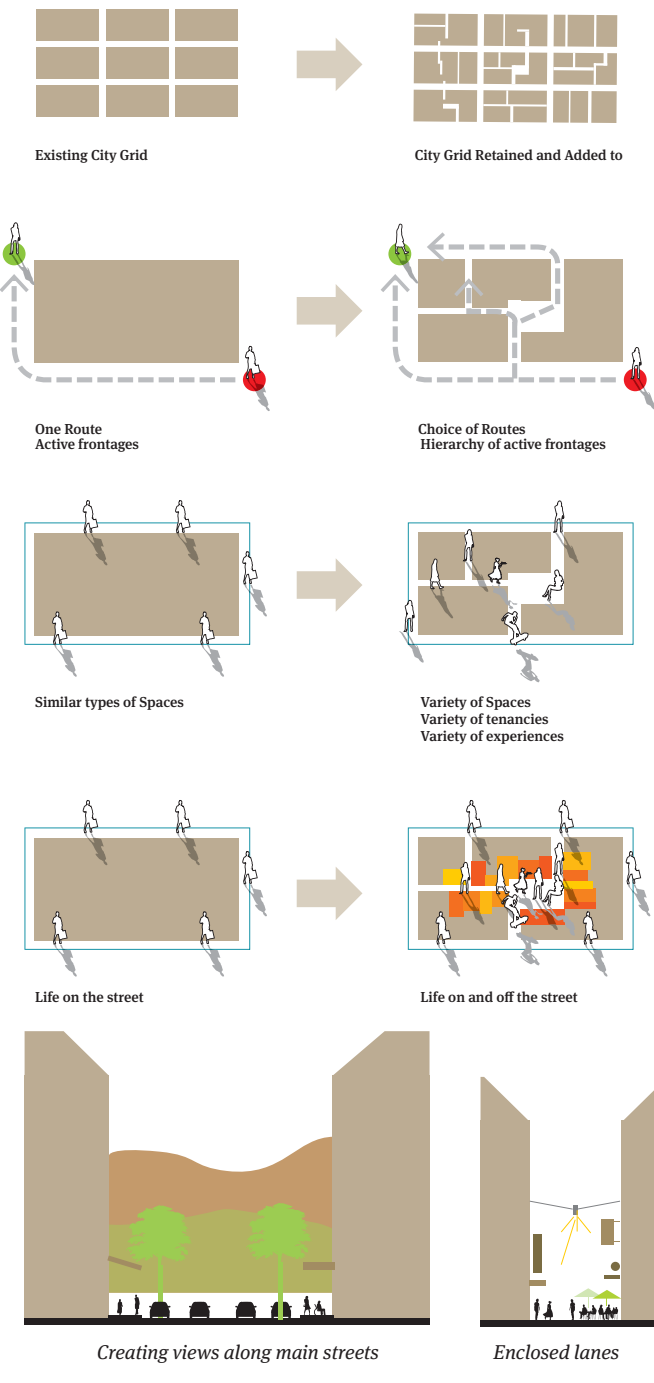
Strengthening the city grid project

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

When: Ongoing

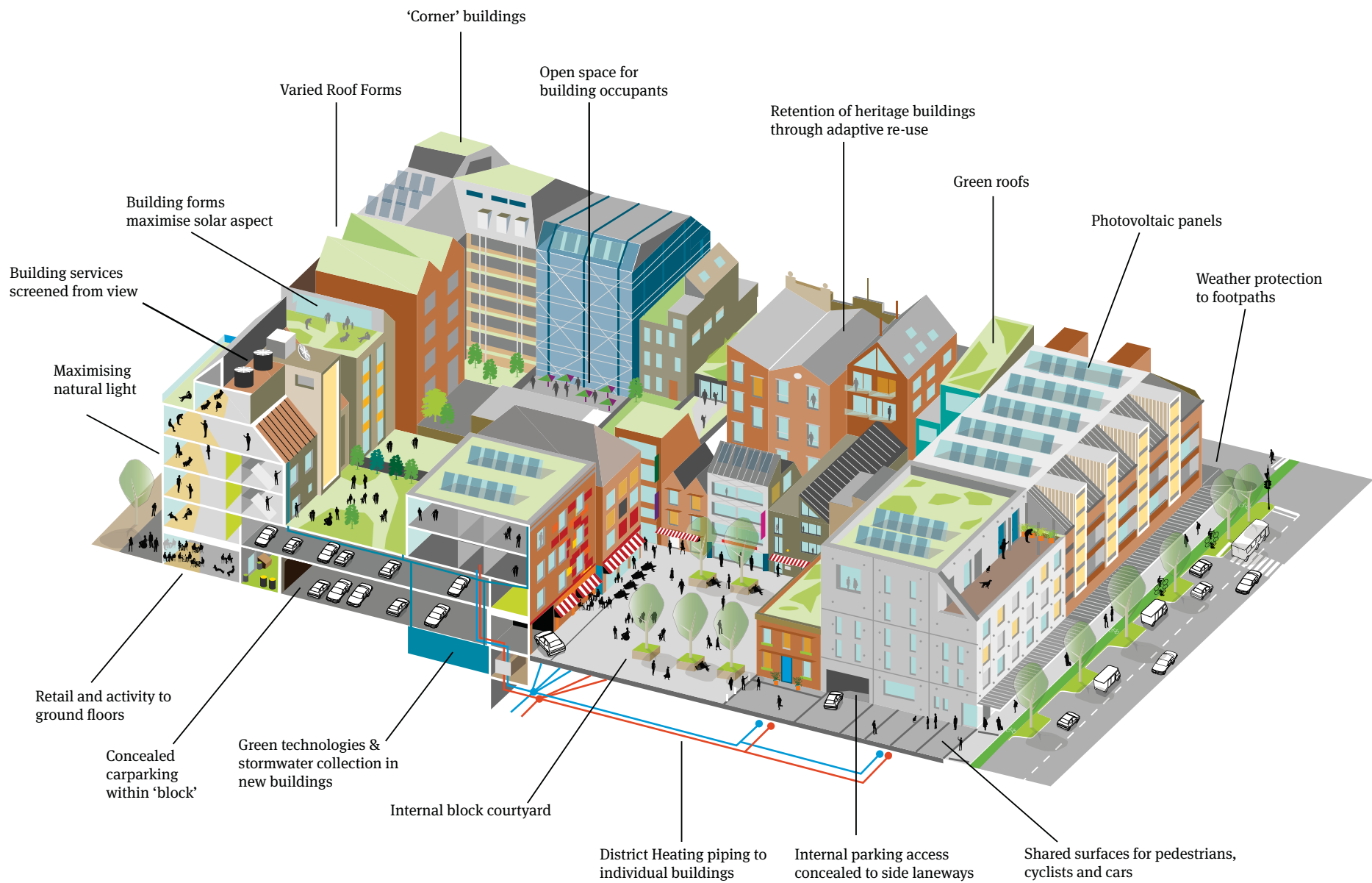
Who: Through the Council's own projects and supporting building owners, developers and designers

Before and after benefits of lanes and courtyards:



Above: Christchurch's street grid was laid out by Edward Jollie in 1850 and is an essential part of Christchurch's identity and character - it's how we know and find our way around the Central City. It is part of the 'core architecture' of a city.

Typical Central City block:



City blocks, lanes and courtyards

A comprehensive approach to block design will be important during the redevelopment of the Central City, Council working 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 communal car parking.

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

City blocks, lanes and courtyards project

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

Central 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

When: Land acquisition to commence as opportunities arise

Who: 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 total - \$29 million for development and enhancement of lanes and with up to \$20 million estimated for land acquisition.

An existing network of service lanes and spaces thread through the city. While starkly functional, these can be transformed as popular routes and destinations, His Lordships Lane, SOL Square and Poplar Lane were testament to their success.

Lanes not only help unlock the potential of underdeveloped parts of the Central City but also enrich people’s experience of the Central City. 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. It will work to create a variety of new through-block connections and spaces in other parts of the city centre, subject to 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 regulatory framework 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 Central City Lanes Plan and Design Guide will be updated to reflect the changes towards more contemporary lane development. This will be supported by case managers, designers, management and promotion initiatives by Council.



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

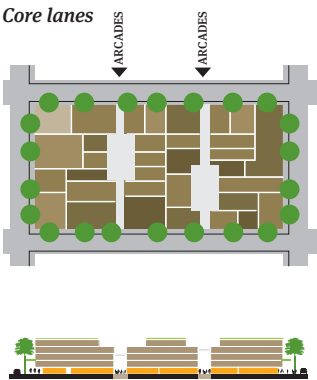
The community will be familiar with the existing lane network. A total of 26 existing lanes are identified, these are expected to remain although the buildings adjoining these may be damaged..

Fifty new lanes will be developed. The number of lanes has been estimated based on target of two lanes per block in the Core and Fringe areas. A Build Green Christchurch credit will arise where a development contributes to a laneway.

Legend

- Core Blocks
- Fringe Blocks
- Edge Blocks
- Existing Lanes
- Potential Lanes
- Courtyards
- Central City greenways

Map indicative only.

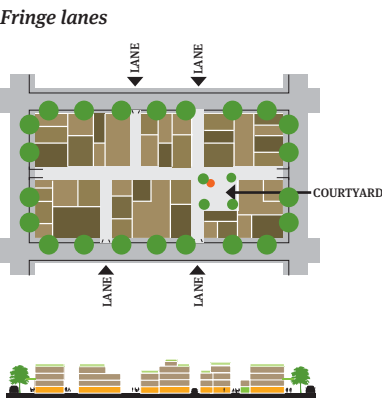


Core lanes

Central Business District:

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 space.



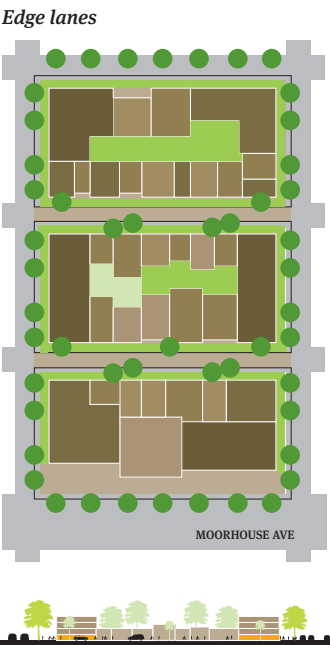
Fringe lanes

Including Lichfield Lanes and South City Precincts:

The Lichfield Lanes Precinct is an established lane network south of Lichfield Street and east of Colombo Street - their refurbishment will be a key focus of this project. These 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 City Life for International Quarter and Creative Arts Hub.

Right: Internal lanes and courtyards to support entertainment activities.



Edge lanes

Town Reserve:

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 (See Garden City). The establishment of these links will be supported by the regulatory framework (See Implementation chapter), which will ensure a softer, greener residential setting in contrast to more urban Core and Fringe Lanes.

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



Precincts and neighbourhoods

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

The clustering of similar or compatible activities ensures coordination within a defined area and allowing businesses, employees and residents to know what can be found within a particular place; providing developers and financiers with certainty in terms of land use, building type and land value; and strengthening people's associations with an area to shape communities.

Public and stakeholder feedback supports the strengthening of existing precincts and neighbourhoods and/or the creating of new areas in previously ill-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 developing direction and allowing areas to develop organically.

A clustering of activities and implementing a range of initiatives that define the character of the area, and provide key destinations and public spaces, will help create a new Central City experience.

It is important to note that many players shape precincts and neighbourhoods. Council will assist in establishing these areas by targeting its own capital investment through infrastructure and public facilities.

An effective regulatory framework will ensure decisions on land use and urban design are made in support of precincts and neighbourhoods. Incentives and collaboration initiatives will help establish and then manage and promote the precincts and neighbourhoods on an ongoing basis (see Market City and City Life chapters).

Compatible land use mix

A mix of land uses within the Central City will help make the area vibrant and safer, day and night.

The Central City has the capacity to accommodate a range of land uses. A combination of financial incentives, strategic regulatory relief, and planning controls will be used to help deliver a compatible mix of activities within precincts and neighbourhoods and limit uses that disrupt or obstruct their potential success.

Urban design controls on development will also be tailored to accommodate favoured activities and ensure that these are attractive and pleasant places to live. Some land uses will need to be closely matched with particular transport infrastructure and amenity features to be most effective.



Above: Existing precincts: Litchfield Lanes, New Regent Street and the Central City business district (Cashel Mall).

Precincts and neighbourhoods project

What: 11 precincts, five neighbourhood centres and three transition areas are identified within the central city. The regulatory framework will be tailored to ensure decisions on land use and urban design support the development of precincts and neighbourhoods.

When: Once the Central City Plan is adopted

Who: Council will target capital investment in infrastructure and public facilities and support this through case managers and promotion initiatives.

Cost: \$130,000

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

Andrew, Cashmere

Transition areas

Transition areas have been identified where pre-existing land uses will change in both land use mix and intensity to achieve a better balance across the Central City and relative to other parts of Christchurch.

For example, light 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 the greatest level of change as the precincts and neighbourhoods evolve over time. These will be developed differently to other parts of the Central City as older buildings are gradually replaced. The effects of the earthquake will accelerate opportunities for change. There will be more of a focus on achieving a distinctive mix of land uses that accommodate small-to-medium businesses and greater urban living, build on their existing industrial character.

Neighbourhoods

Six neighbourhoods have been recognised within the Central City to provide an identity for existing and new residential communities which will evolve.

Historically, one of the reasons it has been

difficult to attract residents to live in the Central City is a lack of neighbourhood definition. This weakens people’s association with an area and undermines a strong sense of community.

Neighbourhood centres will be easily accessible, developed to support the day-to-day needs of the local residential communities with convenience shopping co-located; some already exist and will be redeveloped, such as Kilmore and Victoria streets.

The Cramner area is recognised as a neighbourhood, however a centre is not identified for the area as it has easy access to facilities being close to Victoria Street and the CBD. The mixed land use zoning around Moa, Hagley and Fitzgerald neighbourhoods (refer map) provide the potential for centres to evolve. The greatest need for a comprehensive neighbourhood centre is to the north.

The Christchurch City Plan currently recognises Special Amenity Areas (SAMs) within the Central City for their special residential character. A review of these provisions will be undertaken when the damage assessments and impact on the built environment is clearer.

Neighbourhood locations:



- Legend**
- Neighbourhood Centres
 - Neighbourhood Catchments
 - Transition Areas
 - Special Amenity Areas

Map is indicative only.

Typical neighbourhood centre



City Life

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

Re-form and rebuild truly sustainably with “green space” connected micro-precincts of communities, markets, arts, business and commercial.

Amanda, Mt Pleasant

Build lots of great lighting that lights up buildings, lines footpaths, so people feel visible and safe.

Jimmy, Pleasant Point

People need to feel safe in the city day and night.

Phil Goto, Canterbury Ethnic Liasion Officer, NZ Police

Build the whanau and you will build the city.

Aroha Reriti-Crofts, Ngāi Tūāhuriri/Ngāi Tahu

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



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.

The community asked for a safe and vibrant Central City which attracts 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, youth, older people, different ethnic groups and people with disabilities.

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 skate parks. The community also wanted plenty of cafés and restaurants spilling into the streetscape, and for there to be a reduction in street parking to make more room for appealing streetscapes, wider footpaths, more green space and cycle lanes. They asked for more community services and facilities to help attract more residents to live in the Central City, and wanted to see more recognition of local Maori identity and the cultural diversity that exists in the community.

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.

As a result, the Central City Plan proposes new sports, performing arts, knowledge and learning, cultural and creative industry facilities. International competitions will be held to ensure these facilities incorporate the best global design, making the Central City a destination for residents and visitors who will want to explore the new treasures that lie within the four avenues, enjoy the city’s thriving artistic culture and experience new entertainment opportunities.

Easy access will be provided to these facilities through a network of connecting precincts and good public transport networks.

Public art 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 spaces where water, music, art and sculpture will create stimulating spaces and link 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 with a range of incentives to make Central City living affordable for everyone.

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 Council with neighbourhood centres.

The Central City will be a safe place, where young people, students, families, older adults, people with limited mobility and from diverse cultures are welcomed to live, work, visit, eat, attend events, learn, play, exercise and have fun.

Council will work with a range of partners to support the investment needed to provide these new facilities 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 | Central library |
| 3 | Community performance and rehearsal facility |
| 4 | Arts and crafts studio assistance |
| 5 | Professional theatre |
| 6 | The public art network |
| 7 | Central playground |
| 8 | School choice |
| 9 | New central library |
| 10 | Tertiary education package |
| 11 | Lighting in the city |
| 12 | Safety through design |
| 13 | Christchurch community house |
| 14 | Residential incentives |
| 15 | Social housing |
| 16 | Affordable housing |
| 17 | Housing showcase |

Lots of art that honours the humanity and love within all of us.

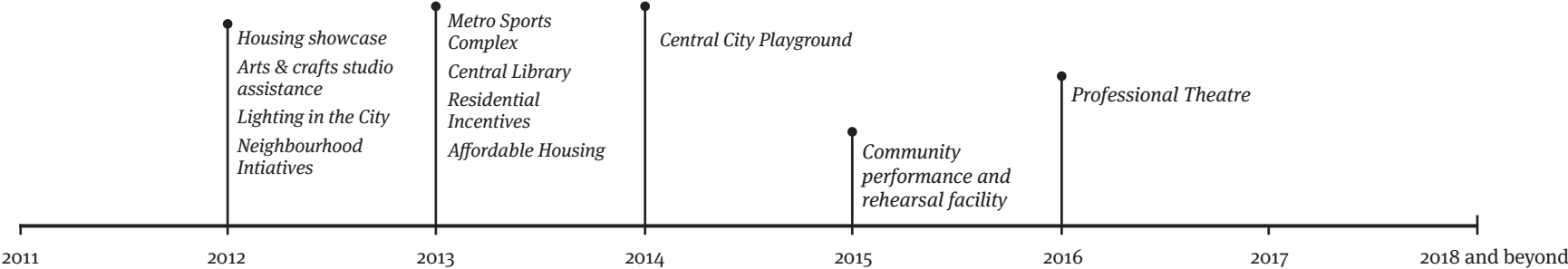
Richard, Hillsborough



Overview

Several new public facilities will be built in the Central City to offer increased choice, opportunities and easy access to a new kind of urban living in central Christchurch, defined by different living spaces and neighbourhood precincts.

Proposed Project Start Dates:



The new Metro Sports facility will attract people from across the Christchurch, Canterbury, New Zealand and internationally to 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 close to other sporting facilities in the south-east of the Central City, the Christchurch Polytechnic, and will be easily accessible from the new ring road, as well as by public transport 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. Sited near the Christchurch Art Gallery and Canterbury Museum, the Central Library will be an integral part of the city's Cultural Precinct and a gateway to the world via its library collections and digital access. Christchurch's reputation as the centre for learning excellence will only 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 a performance and rehearsal space, a professional theatre and an arts and creative industries complex. 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 further foster the Central City's appeal as a creative hub that fosters and supports creative talent and enterprises.

A family trip to the Central City or a weekend stroll for local residents will include a visit to the new Central Playground. It will bring families to the Central City. Whether 6, 16 or 60, fit or frail, a playground is the perfect place to have fun or simply watch the world at play.

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 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.

The Central City's existing and new local neighbourhoods will be strengthened and be more resilient if residents have a sense of local identity and belonging. Having places to meet, run activities and share ideas is important for encouraging neighbourhoods to thrive and take part in community life. Small, locally-based community centres in Central City residential areas will become the hub of neighbourhood activities and initiatives and help form a sense of 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 a wide range of households to live there. A range of sustainable, medium density housing options suitable to the New Zealand lifestyle will be found at Housing Showcase. It will showcase the best of new urban living in Christchurch, where people will already be living and working.

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.

- Legend**
- Metro Sports Complex
 - The Public Art Network
 - Central Playgrounds
 - Neighbourhood Initiatives
 - Central Library

Locations are indicative only.

Metro sports facility

A sports hub on the south-eastern perimeter of 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.

Some land is available for the development and feasibility testing of other sites will be carried out to ensure the facility is strategically located within the four avenues and close to other sporting facilities. The development of the sports hub will be done in conjunction with a review of the city-wide Aquatic Facilities Plan.

Developed during the next five 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.

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 expect 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 area, such as CPIT and Catholic Cathedral College. The sports hub will have strong connections into the heart of the Central City, to accommodation providers 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 Maori and Polynesian communities on the project.

The hub will be easily accessible and located close to other sporting facilities, such as AMI Stadium, the indoor sports centre, ten-pin bowling, the rock climbing gym and the enhanced Washington Way skate park, 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 by the four avenues ring road (see Transport Choice chapter) and the facilities will connect with the central area by excellent pedestrian and cycle routes.

The sports hub will be a strong focal point in the south-east sector of the Central City and great attraction for many visitors to the city. It will also be a neighbourhood amenity for the new communities which will develop in this sector of the Central City as part of the redevelopment.

Metro sports facility project

When: Built over a five-year period from 2012 to 2017

Where: South-east corner of the Central City

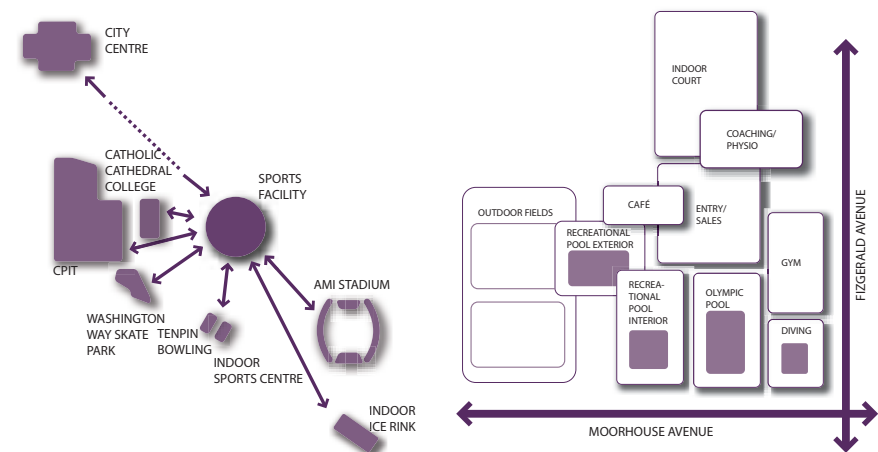
Who: Council to implement, initiate and work in collaboration with central government and the sporting sector

Cost: \$280 million

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

Sophie, Paralympic Gold Medallist





Above: The new sports hub connects with key recreational facilities and other major uses in the south east sector of the Central City.

Above: Potential facilities at the new metro sports hub.



Art 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 as the redevelopment progresses.

During the development of the Central City Plan, the Council engaged with the arts communities in the city. However, at this stage no comprehensive view of how the arts sector will re-establish in the city has emerged. The Council believes there is a real opportunity to anchor the arts community around a set of top facilities which will be 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 will be 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
- Maori and Pacific 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 drawing visitors to experience new entertainment opportunities.

The Council will 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 committed to re-establishing key performance and creative spaces, such as the Town Hall, the Christchurch Art Gallery, the Arts Centre, the Isaac Theatre Royal and the Canterbury Museum, through partnerships with central government and the private sector. These facilities will be retained largely through the provision of insurance cover. Any further costs regarding demolition, improvements made to the structures and/or provision of new land will need to be considered when the site and land assessments have been released.

New facilities planned include a community performance and rehearsal venue, a professional theatre facility and a temporary arts and craft studio and business incubator complex. These could be developed as part of re-establishing of 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.

Council will help establish an Arts and Creative Industries Earthquake Leadership Forum and will review its 2002 Arts Policy. The Forum will be made up of funding bodies who have the responsibility to work together to fund the Central City projects and engage with industry and community stakeholders. The Council will provide staff resources to initiate the forum.



“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

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

Community performance and rehearsal facility

The recovery and re-establishment of the performing arts in the Central City requires the facilities that provide the opportunity to learn, practice and perform.

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

A new performing arts and rehearsal facility will be used by cultural and musical performers, schools and community groups.

This facility will require additional funds

of \$31 million. It will include a number of affordable spaces to rent, including a 500-seat theatre, rehearsal spaces, dance studios, office space, and an outdoor performance space. The venue is proposed to have strong connections to CPIT and schools in the area. The multi-purpose space provided in this facility may be available for hire for functions such as exhibitions, trade shows, conferences, training sessions, teaching lessons, film shoots, day meetings, and other general functions.

This purpose-built complex will nurture and present the diversity of performing arts and cultural activities in Christchurch. New technology, open floor plans, dance and event space and



environmentally friendly elements will all be incorporated into the design.

Affordable rental rates will ensure it will be able to be used by the people of Christchurch.

Community performance and rehearsal facility project

When: Built 2015

Where: Site to be determined

Who: Council and possible private and public funders

Cost: \$31 million

Above: Affordable rents will ensure these facilities can be used by the whole community.

Arts and crafts studio assistance

With the damage to the Arts Centre and artist studios in the Central City, the city has lost valuable creation space.

The studios and workshops offered the opportunity for local artistic talent to develop and collaborate in a central location.

The Council will look at the feasibility of an arts and craft studio business incubator complex or provide start-up support for studio clusters. This will be to accelerate the development of arts practice within the Central City.



This support for arts and crafts practitioners will help to make the Central City a melting pot for the next generation of artistic talent. The Council would work closely with CPIT to ensure students and professional artists share ideas and inspiration. The project aims to create a stimulating area, with opportunities for sharing ideas, skills, networking, business development and collaboration. It is hoped that this support will assist in increasing profitability of artists without compromising on creativity, instead providing the tools for creative minds to innovate.

Above: Council will support the new generation of artistic talent.

Arts and crafts studio assistance project

When: Built 2012

Where: To be determined

Who: Council and possible private and public funders

Cost: \$5 million

Professional theatre

A new state-of-the-art theatre is proposed for the city's performing arts.

Christchurch is fortunate to have had a variety of world-class performing arts groups and theatre companies, such as The Court Theatre, 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.

A state-of-the-art venue will be built, including two theatres of varying size, a rehearsal space, a foyer area, café space, and dressing room. The complex will have strong connections to the existing performing arts venues in the Cultural Precinct and the rest of the Central City. The development of this venue will involve investigation of partnerships to assist in funding for \$45 million, which does not include land acquisition or demolition costs.

This Professional Theatre will be a flagship of the performing arts in Christchurch. It will present a diversity of arts and entertainment choices year-round, inspiring and attracting new and



Above: A new state-of-the-art theatre is planned.

large audiences, as well as continuing to serve those Christchurch residents and visitors to the city who regularly enjoy the performing arts.

Professional theatre project

When: Built by 2019

Where: Likely to be in the Cultural Precinct

Who: Council and possible private and public funders

Cost: \$45 million

Public art network

Public artworks and art activity enhances public spaces, creates identity and an interesting journey through the Central City.

Public artworks and art activity enhances public spaces, creates 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.

Public art network project

When: Starting 2012/13

Where: Sites with high visibility, with particular environmental, historical, cultural and social significance and sites that may appeal or have relevance to corporate stakeholders and arts patrons

Who: Council and possible private funders

Cost: \$5.4 million

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.

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.

The Council will also investigate the opportunity to hire a public art adviser/manager who has a key role in building partnerships with private enterprise and facilitating new public artworks and art activities.

“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.

Central playground

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

A central playground, recognised globally for its innovation, will be found in the redeveloped Central City, along with a series of smaller play areas where water, music, art and sculpture will help create stimulating urban spaces.

The playgrounds will attract thousands of visitors annually and link through to the city’s main recreational asset, Hagley Park.

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 play providing points of interest for adults, youth and children.

The play spaces will also provide business opportunities particularly for retailers who will locate close to the playgrounds to provide goods and services to visitors. This in turn will provide more of a 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 Maori culture and concepts will be incorporated into the playground. 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 that have grown up in central Christchurch have not had ready access to playgrounds like their suburban peers. This 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.



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

Central city playground project

When: Flagship Playground built by 2015; secondary playgrounds built by 2020

Where: Various locations

Who: Council

Cost: \$7 million

“A big playground right in the City Centre.”

Ellie and Phoebe, Ashley

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

School 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.

To ensure that this is not a barrier to attracting families into the Central City, the Council will work closely with the Ministry of Education to ensure that new and existing residents have access to a range of quality schools. This will include the removal of zoning restrictions for families living in the Central City which will enable their children to enrol at any school of choice throughout the city; working to ensure existing schools in the Central City are integrated into their communities; and identifying new facilities that could be shared between schools and the community.

The programme will require a close working relationship with the Ministry of Education to match their plans for school redevelopment and repair post-earthquake, with the Council’s and central government’s goal of recovery and revitalisation of the Central City through increased residential development.



School choice project

When: This project needs to happen early in the recovery process in order to encourage the residential recovery - 2013-15

Where: Central City area

Who: Council in conjunction with the Ministry of Education and High Schools. No costs allocated as yet but the Council’s role will be to facilitate so Opex only

Cost: \$150,000

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

When: Built by 2016

Who: Council – Libraries and Information Unit. Potential for partnership with educational institutions re learning centre and other cultural/collecting institutions e.g. Museum, Our City, National Library and National Archives, in terms of a regional showcase.

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 be built by 2016, ensuring 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.



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

Learning in the city

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 preeminent 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. Council will work closely with CPIT as it develops the new sports hub.

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 hub.

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

Plans have recently been approved and consented for new laboratories, hospital-based departments and office facilities to be built near the Otago University School of Medicine at Christchurch Hospital. The existing building will be refitted to provide suitable teaching facilities. Council will continue to work with the hospital and Otago University to develop medical education and research facilities in an expanded Medical Precinct.

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 insupporting 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

- When:** 2012 onwards
- Where:** As opportunities arise
- Who:** Tertiary providers and Christchurch City Council
- Cost:** \$450,000

A place for everyone

Christchurch’s rebuilt Central City must be a place fit for everyone. The buildings, open spaces and facilities people visit, work or live in and enjoy need to be designed to be safe, accessible, inclusive, welcoming and people-friendly.

The Council is committed to continuing with the existing programmes and initiatives that make the central city a place for everyone. These include numerous national and international guides, checklists and Council policy frameworks, bylaws, grants and strategies, to aid recovery, ensure best practice design and make the Central City a safe, accessible and healthy place for everyone.

The key programmes and initiatives that the Council will use to aid the recovery and rebuild of the central city are:

- **Strengthening Community Grants**
Financial assistance to support, develop and promote the capacity, awareness of, participation in and sustainability of community, recreation, sports, arts, heritage and environment groups and their programmes and events.
Funding assistance through the Strengthening Community Grants for groups as they re-establish will be an important aspect of community wellbeing in the redeveloped Central City.

- **World Health Organisation Age Friendly Cities Guide**
A practical guide to assess the health and quality of life for older people living in the Central City. It includes a study of outdoor spaces and buildings, transportation, housing, social participation, respect and social inclusion, civic participation and employment.
- **New Zealand Standard 4121 (2001): design for access and mobility**
This standard gives requirements for making buildings, facilities within buildings and exterior features (e.g. car parks) accessible to and useable by people with disabilities.
- **Neighbourhood sustainability framework and assessment (Beacon Pathway)**
An assessment tool to ensure neighbourhoods are well designed, have a variety of housing, have shops and facilities that are with walking distance, are safe and encourage social interaction.
- **Crime Prevention Through Environmental Design**
A tool to make the Central City less susceptible to crime and improve personal safety through the design of buildings, streets, parks and outdoor spaces within the redeveloped Central City.

- **Health Promotion and Sustainability through Environmental Design and the Integrated Recovery Planning Guide: for a healthy, sustainable and resilient future**
A set of tools to ensure that the planning of spaces will be based on the 14 key elements for personal and community wellbeing: equity, active lifestyles, transport, social and community capital, cultural diversity, neighbourhood amenity, public services, housing stock, economic development, community safety, natural capital, resource sustainability, community resilience and food security.
- **Liquor licensing**
The Council’s Alcohol Policy will regulate the sale and supply of alcohol within the Central City, including hours of operation, design of alcohol outlets/ bars and other regulatory provisions.



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

A place for everyone

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 provides an exciting, changing visual experience for night-time visitors to the Central City and help make it the number one entertainment area in the Christchurch.

Lighting in the city project

When: Starting 2012/13- 2017

Where: The inner CBD and Cultural Precinct with an additional focus on mitigating crime corridors

Who: The Council and funding partners

Cost: \$13 million plus \$700,000 over five years for creative/event lighting



Council will upgrade street lighting in the Central City 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.

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.

Above: The Central City will be an inviting, safe place at night. Top photo courtesy John Jiller, Wellington Waterfront Limited.

Safety through design

Council will continue to promote a safer city through the use of crime prevention principles in the design of spaces and buildings and continued collaboration with enforcement agencies and others in implementing the Safer Christchurch Strategy.

Careful design and audit of public and private buildings, streets, parks and outdoor spaces can help make places less susceptible to crime and enable people to feel more comfortable outdoors. Designing for natural surveillance is important – designing buildings to overlook streets and public spaces, clear sightlines along routes, good standards of lighting and plenty of activity.

Providing safe alternative pedestrian/cycle routes, keeping up a good appearance of buildings and spaces and ensuring visible, clear ownership of buildings and spaces are also important.

Safety through design project

When: Ongoing

Where: Key night-time entertainment areas within the Central City

Who: 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, at the same time visit other government agencies within the Central City and health service providers, so benefited from being able to access them from a central location that was easily accessible by public transport from across the city. Christchurch Community House, importantly, also 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 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.

Christchurch Community House project

When: From 2011/12

Where: To be determined with partner(s)

Who: CCC 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. 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.

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; no car parks or many parking spaces. The early redevelopment of attractive inner city housing opportunities 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 and 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.

There are a number of projects that Council has developed which are:

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

New housing choices for changing lifestyles

The 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 appeal 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. It is proposed to 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 that these contributions are substantial enough to influence development decisions. The council will reconsider the extent or use of development contributions in the Central City.



The Central City Home Buyers Assistance programme is similar to the 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

When: Starting 2013

Where: Central City (with criteria applied)

Who: Christchurch City Council

Cost: \$17.9 million over four years

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

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 two earthquakes. These will be repaired within the next two years and Council will work with central government and other parties to increase social housing options.

Location of 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 and energy-efficient and universal design.

Social housing project

When: Starting 2012/13

Where: Where opportunity is available

Who: The Council and partners.

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: Social housing will be integrated into new Central City developments.

Affordable housing

To make housing more affordable in the Central City for low-to-middle income earners, a new Housing Agency will be set-up to buy homes at a lower than market rate off plans from private developers and on sell these at more affordable prices.

These will be sold to potential homeowners who meet a certain residency and income criteria and/or who are classified as key workers. There would be some financial commitment back to the Agency when the homes are re-sold.

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.



Above: Central City housing will be accessible for everyone.

Affordable housing project

When: Starting 2014/15

Where: Where opportunity is available

Who: The Council and partners

Cost: \$15 million total - \$1.5 million per year for 10 years

Neighbourhood initiatives

People living in neighbourhoods have been shown to thrive and show greater resilience when they have places to meet and support each other as well as strong connections to decision makers within local authorities.

Cohesive, successful neighbourhoods also have a local centre that acts as a focal point where families, neighbours, people can come together to share ideas and experiences, have a chat and make connections.

The Distinctive City and Green City chapters of the Central City Plan outline the development of new residential neighbourhood centres and new outdoor plazas.

Neighbourhood initiatives project

When: 2012 to 2018

Where: Across identified neighbourhood centres

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

Cost: \$5.16 million

Within each of these neighbourhoods, the Council is committed to providing new meeting spaces in partnership with other agencies and community organisations and will allocate a Strengthening Communities Development Adviser to aid recovery and redevelopment. The meeting spaces could take the form of a drop-in centre, a community garden or a more formal meeting house. Each neighbourhood will be able to work with Council and its partners to determine what best suits their needs and develop an action plan for the use of funding and support.

A Strengthening Communities Development Adviser will act as the key point of contact for residents, local developers and the Community Board to align development and activities to ensure that the centre develops in an integrated fashion.



Above: New neighbourhoods will have a strong sense of identity.

Housing showcase

High quality, commercially viable examples of residential development need to be developed early as part of the redevelopment of the Central City to inspire developers and show potential residents the benefits of living in the central city.

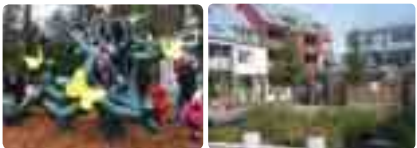
The Housing Showcase will be created early in the redevelopment of the city to help motivate high-quality urban design outcomes for Christchurch. Having local examples of best practice homes will allow prospective residents and developers to experience first-hand the benefits of modern urban living.

The Housing Showcase will be a new inner-city neighbourhood displaying medium density and mixed use homes, based on sustainable design principles, to inspire and shape modern urban living in Christchurch.

It will be a thriving Central City neighbourhood creating a catalyst for 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.



Above: The Housing Showcase will display the best practice for modern urban living.

Housing showcase project

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

Where: Size and location to be decided with development partners

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

Cost: \$200,000

Transport Choice

Less traffic in centre, better pedestrian access, peripheral parking, public transport...

Emma, Hillsborough

Decrease traffic volumes in the CBD, and encourage public transport, pedestrian and bike access.

Tom, Christchurch

Transport option defines the shape of the “new” integrated city.

Blair, Wainoni

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


Too much traffic uses the one way systems in the city as a thoroughfare we need to have less cars in CBD.


Craig, Avonhead


Hide our carparking buildings in the centre of blocks, they are necessary - build beautiful structures around the outside of the block.


Gabrielle, St Albans











Introduction

Christchurch’s new transport network for the Central City will offer the choice to walk, cycle, use public transport or to drive to 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 to support the wide range of projects included in the Central City Plan. An important component of this is to create a people-friendly transport systems that enhances the choice for public transport, improves cycling 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, they asked for a pedestrian-friendly Central City, where walking was an enjoyable experience through integrated green walkway networks with wider footpaths, good lighting and safe street crossings. They also asked for cycling to be safe and enjoyable through the provision of separate cycle lanes and good cycle facilities.

The community also said they wanted an integrated and affordable public transport network. Accessibility to the city centre for people with mobility issues was also considered important, as was ensuring cars and large buses did not dominate the Central City. They asked for reduced car use to be supported by a free or affordable park-and-ride system on the periphery of the Central City, linking with smaller shuttles. They wanted the tram system to be integrated into the public transport system, making it an affordable option for locals to use. Opinions were divided on a one-way versus two-way roading network.

Key stakeholders identified 12 recommended building blocks for a successful central city: parking controls, location, price and information; streetscape factors including design, land use, suburban integration and cycle parks; and public transport considerations including network, funding, interchanges and priorities. Out of seven options ranging from car-centric to car-free, key stakeholders rated People Centric – bus and light rail most highly, followed by People Centric – bus-based, then People Centric – car free.

The Plan has the heart of the Central City being people-friendly with high amenity including wider footpaths, street trees and public art. Cars will still be able to drive down these streets but at slower speeds and park on-street and in short-term car parks. 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.

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 reduce traffic demands and stimulate urban regeneration. The Plan responds to the community’s wishes by proposing the first stage of a city-wide network of light rail-based services.

Private vehicle access to the Central City will remain among the choices. Moorhouse, Fitzgerald, Bealey, Harper and Deans Avenues will be upgraded to provide a orbital road to reduce the need for through traffic within the Central City. The existing one-way system within the Central City will be converted to two-way streets to provide simple and direct access to the Central City, improved amenity and with lower traffic speeds, and to allow a wider Avon River/Ōtakaro corridor to be developed.

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 with high-quality buses and new style street stations.

The Plan proposes that a rail link from the University to the Central City will be constructed and operational by the end of 2017/18. This will be the first stage of a comprehensive city and regional network.

Key Projects

- | | |
|---|---------------------------|
| 1 | Light 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 |
| 8 | Parking and servicing |
| 9 | Wayfinding |

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.

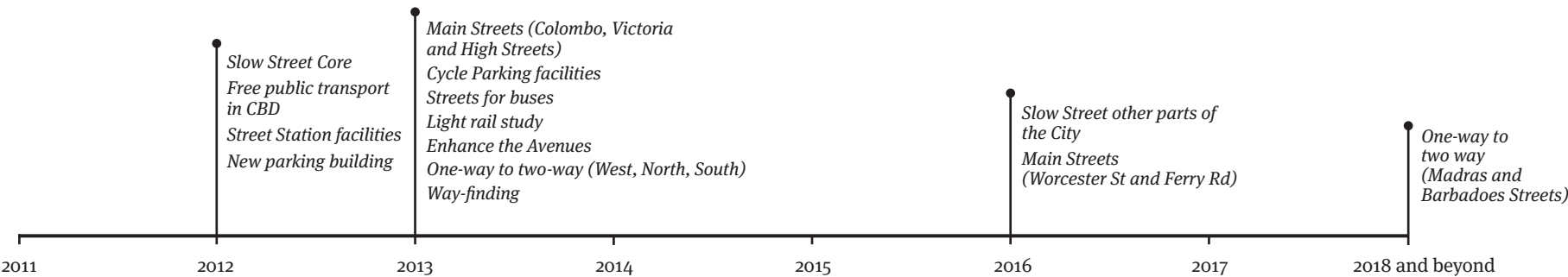
Warren Masters, District Chairman, NZ Automobile Association Canterbury / West Coast District Council



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 network, focused more on the needs of walking and cycling, while offering modern, efficient public transport services, that is sustainable and resilient and offers residents choice, makes sense for the city’s economic recovery and future growth.

A number of the world’s most prosperous and vibrant cities have transport networks based around these principles. Even cities like New York, which has historically been highly vehicle reliant, are now reshaping 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 our streets the look and feel of the best main streets from around the globe.

These streets will continue to offer good access for buses, goods, and services vehicles, while supporting the recreation of the Central City’s boutique shopping, 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 have a history of investing in high-quality, bus-based systems and integrated ticketing that makes them easy to use. That investment is planned to continue.

The Plan sets out to also make the first significant step to deliver a Christchurch-wide modern light rail system, with a first route to be designed and constructed linking the University of Canterbury campus with the new city centre. This Plan also sets out to re-define what short and longer term high-quality public transport networks might look like for Christchurch. A new high-quality, efficient bus-based network, to be delivered as an early part of the Central City re-build, will bring buses to the perimeter but not into the slow core of streets.

A new generation of street stations will be strategically placed to transport people to and from their places of work, and for recreation and shopping. These will replace the single central bus exchange and could be easily adapted to link to the light rail services as these are developed.

These proposals are closely aligned to the public feedback through Share an Idea.

Good private and goods/service vehicle access to the Central City will continue.

None of the world’s most prosperous cities function without efficient, easy access for goods, services and vehicles - and many people argue the car to be among the most important advances in people’s quality of life and independence in the 20th century. However, many cities have achieved a better balance between the access needs of vehicles and creating a healthy, prosperous and vibrant central city life.

This Plan sets out to re-define the Central City transport and road networks to achieve less through traffic, and to provide better placed and efficiently used parking facilities. Enhancing the streetscape to provide more space for walking and cycling, public transport and landscaping means there will an impact on on-street parking.

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

- 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 walkers 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.

Legend

- | | |
|------------------------------------|---------------------------|
| Slow Core | One Way - Two Way Streets |
| Main Streets | Avenues |
| Pedestrian Priority Streets | Temporary Interchange |
| Oxford, Park and Cambridge Terrace | Street Station |
| Cycle Lanes | Super Stop |
| Greenway | Bus Route |
| Cycle Paths | Historic Tram Line |

Transport choice

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 different Central City streets to create a better balance of ways 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 motor 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 traffic to drive through the Central City. The one-way streets will be converted to two-way with clear access from the avenues to key destinations with the Central City. Traffic will be slowed in the Compact CBD and the main streets of the Central City, recognising that the heart 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 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 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 development of a Central City Streetscape Plan will guide street and intersection upgrades. The basis of this will be slowing 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, public transport and for people with limited mobility throughout the Central City.

Intersection changes will be made which improve walking and cycling. All street upgrades will incorporate better surfaces, seating, street furniture, and adopt new technologies and design for lighting. The street enhancements will include wider, continuous footpaths, street trees, on-street parking and servicing 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.

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

Share an Idea, Community Expo



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



People on public transport

Light rail

A light rail system for Greater Christchurch has been identified as making a significant contribution to the Central City’s recovery and economic regeneration.

Many of the world’s most vibrant and prosperous cities have created or reintroduced modern, fast and efficient light rail systems in recent years using the latest generation of 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.

Modern light rail systems, often serving suburbs on traditional heavy rail lines, and then street running on Central City streets, have proven to stimulate urban development and re-development, to offer economic and business growth benefits and to reduce traffic pressures on congested road networks, by offering people a genuine alternative to the private car for their daily travel needs.

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

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

However, international comparisons of long standing and recently introduced light rail systems in cities of all sizes, has shown that such a system would make sense for economic growth, when viewed as part of a comprehensive network of public transport routes and services for Greater Christchurch. A modern, viable system could be economically constructed and efficiently, cost effectively operated.

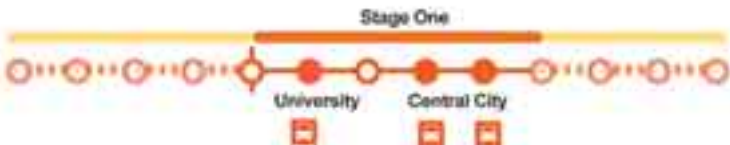
The potential synergies with the reconstruction and economic revitalisation of Christchurch adds to other more obvious transportation benefits: reduced delays on congested roads and increased public transport patronage as part of a fully integrated multi-modal transport system.

The 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, is the transformational transportation project for the redeveloped city.

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



Below: Potential initial route for the light rail system.



A Greater Christchurch Light Rail Network

The significant estimated economic stimulus that a rail system might offer Greater Christchurch must be a shared priority of the City Council, Environment Canterbury, CERA, the NZ Transport Agency and, most importantly, central government.

This Plan proposes that a stage one system be introduced between the University of Canterbury and the Central City as part of the redevelopment and as a prelude to high priority Greater Christchurch Urban Development Strategy partnership investigations of a phased delivery of a comprehensive network of passenger light rail routes across the Greater Christchurch sub-region.

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 studies and an outline business case to government, perhaps leading in turn to a separate consultative process led by the Greater Christchurch Urban Development Strategy partnership.

Early Studies

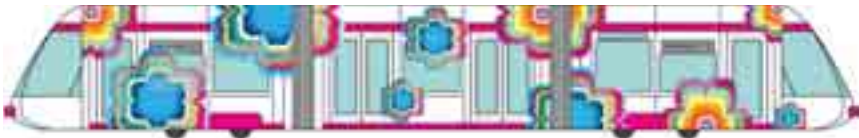
As part of the Draft Central City Plan’s development, early outline investigations have been undertaken city-wide into the system form and function, constructional and system operational implications, and economic viability of introducing a next generation light rail system at the nucleus of the city’s new public transport network.

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

At a broadly estimated system construction cost of around \$1.5 to \$1.8 billion at today’s prices (excluding ongoing operating costs) for a 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.

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

Below: Elevation of a typical commuter rail carriage.



“Electric light rail infrastructure needs to be started.”

Cameron, Shirley

The Council is therefore proposing to move forward with the phased delivery of light rail passenger routes and services linking the Central City with the suburbs, using both new lines along the road corridor and upgraded the existing rail infrastructure. To operate seamlessly across the network, the proposal is to commission new light rail vehicle rolling stock capable of using combined diesel and overhead electric drive units.

Early routes, starting with a new overhead electrified line from the University of Canterbury to the Central City, would form the nucleus of a long-term plan for a Greater Christchurch modern commuter rail network.

Project Stages

An analysis of opportunities to deliver each of the five key routes and sections of routes across the city is shown indicatively on the schematic plan. This highlights that 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.



Above: Examples of modern light rail carriages.

Light rail project

- When: 2013 to 2015
- What: Refer route map
- Who: Christchurch City Council, ECan, KiwiRail, Selwyn and Waimakariri District Councils, New Zealand Transport Agency and central government
- Cost: \$410 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 heart of the Central City, not through it. With the Central City bus exchange damaged and already planned to be replaced, a temporary interchange will be developed 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, the temporary interchange will be supported by a new generation of high-quality street stations and super stops which will ring the city’s new slow core of streets.

As the city recovers the requirement and role of the temporary interchange will be reviewed by the Council and ECan as part of the public transport network of street stations and super stops and how they link to the proposed light rail network.

The new bus network circulating around the slow core of streets will work by bus routes typically passing through three street stations, allowing passengers to enter and leave the Central City via a street station close to their destination. These stations will also act as local interchanges for passengers transferring services with a range of facilities, meeting or exceeding those previously offered at the former Bus Exchange.

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

- A new network of bus routes around the heart of the new Central City, linking to city-wide services and offering easy access to all activities within the heart of the city

“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

- Bus priority measures, where needed, in the Central City to help improve system reliability
- 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, public toilets and where possible off-street lounges. 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.

The new bus network will support the destinations that the free inner-city electric shuttle previously service. Investigations will be undertaken into the feasibility of replacing the free inner-city shuttle with free trips on public transport within the avenues.



- Slow Core- Shared Streets, 30 kph
- Temporary Interchange
- Street Station
- Super Stop
- Bus Street
- Historic Tram Line

Bus and street stations projects

When: 2012 to 2015

What: Refer route map

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

Cost: \$48.7 million

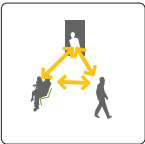


Below: A conceptual street station.

Key features to include in street stations



Comfortable seating



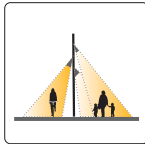
Passive surveillance



Intelligent information



Integrated with public space



Well lit and safe



Protection from weather



Accessible for all



Proximity to destination

Heritage tram

Reopening the tramway will be dependent on the making safe of 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 be re-assessed 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 change the look and feel of the area, at the same time supporting a slow speed zone and high amenity streets focused on new retail and commercial activities in the Compact CBD. These streets will include wider footpaths, space for café tables and chairs, street trees, street furniture, public art and on-street parking.

The principle of a 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 as 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. Wider footpaths allow activity and people to spill out from buildings. 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 discourage crime.

The design of streets will be set out in a Central City Streetscape Plan and support the use of streets as public spaces. Vehicular traffic and short-term on-street car parking will support the re-establishment of retail and commercial businesses.

- Slow Core
- Main Streets
- Oxford, Park and Cambridge Terrace

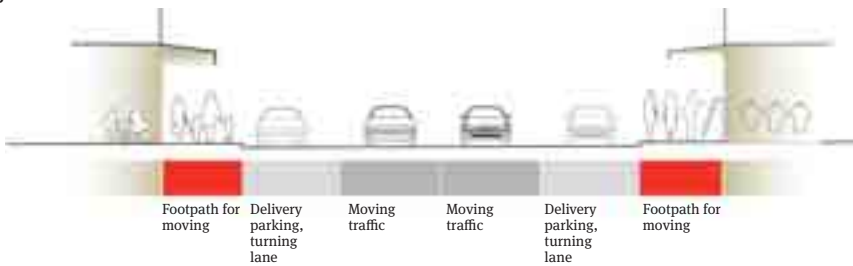
Below: Shared street examples. Pedestrians, cyclists and motorists share the street.



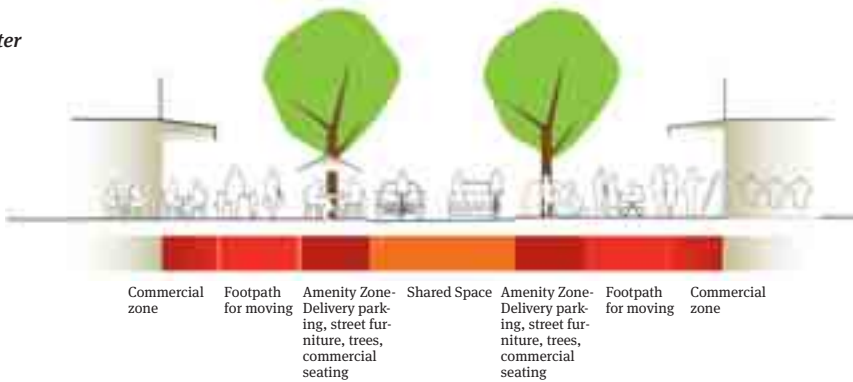
Slow core project

When: 2013 to 2020
What: The network of streets close to Cathedral Square
Who: Christchurch City Council and New Zealand Transport Agency
Cost: \$55.3 million

Before



After



Typical slow core street views:



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.

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 wide footpaths, and in most cases, separated cycle paths.

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 Avenues.

Main streets project

When: 2013 to 2018

What: Colombo, Worcester, Victoria and High streets and Ferry Road

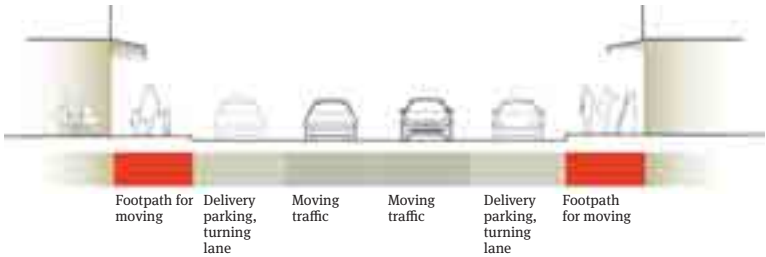
Who: Christchurch City Council and New Zealand Transport Agency

Cost: \$65.63 million

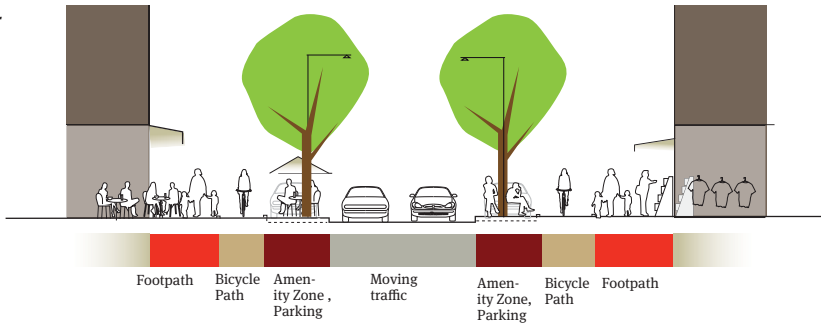
Typical Main Street views- before and after



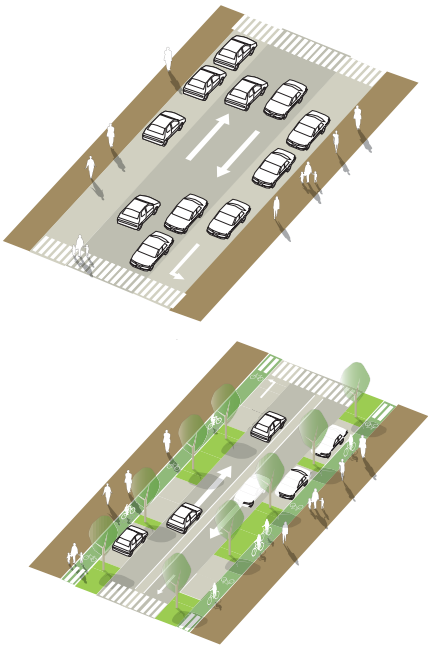
Before



After



Typical main street views:



Streets for cycling

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

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

Christchurch has a dry climate and flat topography which lends itself to 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 will be among the best in the world, providing perhaps the catalyst for the largest single change in how people might travel around the Central City itself.

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.

Where possible, cycle lanes will be separated from nearby traffic and footpaths, while city-wide commuter cycle networks will link directly to the Central City. The safety of cyclists will 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 wide range of key destinations. Cycles for hire will ideally become widely available at these facilities. Changing facilities and cycle repair workshops will also be considered. Secure cycle parking is also planned at the new public transport street stations and super stops to enable multi-modal journeys.

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

- Slow Core
- Cycle Lanes
- Indicative Greenway
- Cycle Paths

Streets for cycling project

When: 2013 to 2018
What: See map
Who: Christchurch City Council and New Zealand Transport Agency
Cost: \$22 million

“Isolated cycle lanes that are safe from traffic.”

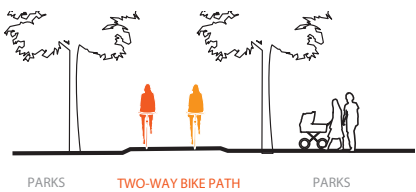
Anthony, Southshore



Recreational cycle paths

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 vehicular traffic, whether for work or leisure.

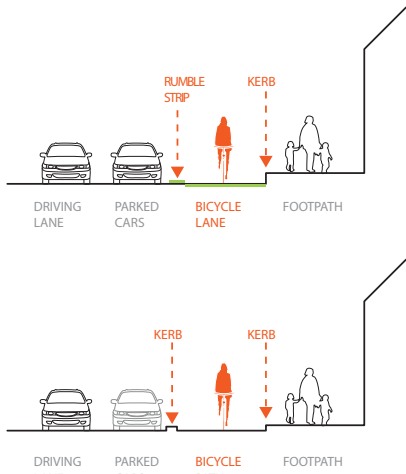


Right: Section and example of cycle path.

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 or rumble strip on the street placed to the left of the vehicle traffic and parking lane.

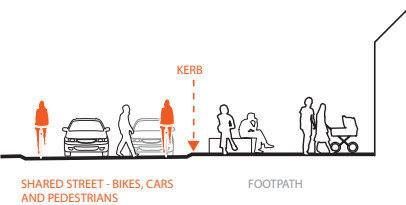


Above: Cycle lane sections.
Left: Separated cycle lanes in Melbourne, Australia.

Slow core

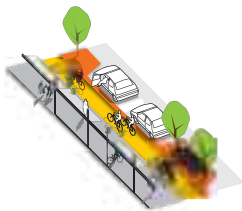
The cycle network should overlap with the pedestrian network ensuring it is easy to switch between the two.

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 the pedestrian.



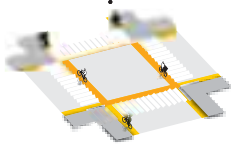
Cycle streets toolbox

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:



Bicycles always on the left-side

To avoid serious accidents between cars and cyclists at crossings, the cycle track must always 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



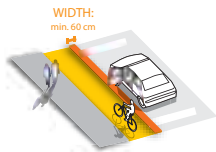
Intersections

Cycle tracks marked in a different colour at major intersections raises awareness with motorists



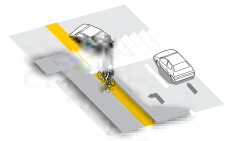
Bicycle head start

Time signals so that the bicyclist signal changes to green 4-6 seconds before the vehicular signal.



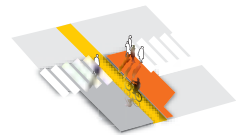
Secure cyclists against car doors

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



Buffer & left-hand signaling

Signal left-turns separately and create a buffer which allows for visual but not physical contact.



Build-out as part of the service lane

To maintain a clear cycle path, the service lane can “build-out” to shorten crossing distances.

Avenues

Enhancing the avenues

The avenues will be transformed into an orbital route for vehicles to travel around and to the Central City. This will 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 completed to direct traffic around the avenues, including assistance for goods and services vehicles accessing the Central City. The improvements would be designed to improve the function of the avenues as an efficient orbital route.

Improvements, some significant, at intersections will ensure traffic using the orbital route to move around the city will be given priority. This may mean some changes to traffic movements and priorities at a number of intersections. 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/upgrades of the avenues is a vital component of the plan that will enable the changes to the remaining road network within the Central City to be successfully achieved, including conversion of all one-way streets to two-way operation.



- Slow Core- Shared Streets, 30 kph
- One Way- Two Way Streets
- Avenues

Below: Moorhouse Avenue with 6 lanes of moving traffic, tree lined medians, separated cycle paths and tree lined footpaths.

After - Moorhouse Avenue



Before



Typical Avenue views- before and after



Enhancing the avenues project

When: 2013 to 2015

What: Moorhouse, Fitzgerald, Bealey, Harper and Deans Avenues

Who: Christchurch City Council and New Zealand Transport Agency

Cost: \$65 million

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 many 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 help reduce the volume of traffic using the Central City as a through route. The programme will also 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 will need to be rationalised in order to maintain adequate network capacity for general traffic, buses, goods and service vehicles and provide for some new separated cycle and pedestrian paths. 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 reduce the capacity of the road network in the Central City but create an enhanced environment that supports a variety of modes. Its success will be supported by a number of people choosing to walk, cycle, use public transport and the private motor vehicle.

Montreal, Durham, St Asaph, Salisbury and Kilmore streets will be converted to two-way streets within the first two years. Barbadoes and Madras streets carry a significant amount of north-south traffic and will be converted to two-way once the avenues have been upgraded to act as an orbital route.



After - Montreal Street

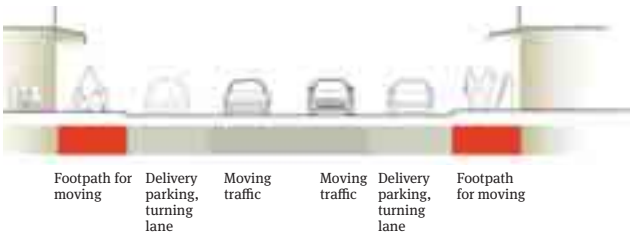


Before - Montreal Street

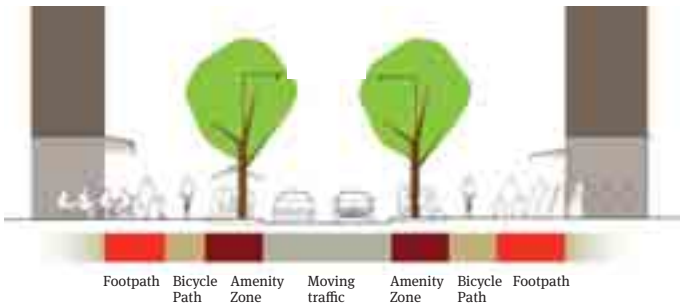
One-way to two-way project

- When:** 2013 to 2015 and 2019 to 2020
- Where:** Montreal, Durham, Tuam, St Asaph, Salisbury, Kilmore, Barbadoes and Madras Streets
- Who:** Christchurch City Council and New Zealand Transport Agency
- Cost:** \$74 million

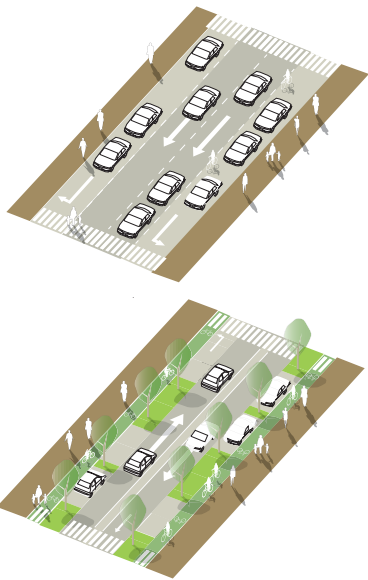
Before



After



Typical One Way Street views before and after:



Parking and servicing

A good supply of convenient, secure, well placed and easy-to-find parking with continued easy access for delivery service vehicles 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 compiled on these facilities that will advise on the long-term viability of the buildings. As at 1 August 2011, only the Christchurch Art Gallery and Christchurch Hospital car parks are open.

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 help 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, 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 four 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 ensure maximum efficiency of all parking facilities, supported by new pricing management structures.

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 services 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 regulatory framework changes proposed as part of this Plan.

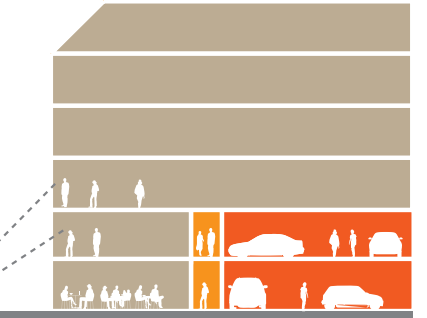
Equally importantly, the appearance of parking facilities will be improved both on and off-street to minimise the visual intrusion on streets. All new public off-street parking facilities will have flexibility in design to adapt to meet the needs of future generations of electric vehicles and meet the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



- Short term parking
- 1-2 hour parking- exemption for residents
- Longer 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 residents.



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

Parking and servicing project

When: 2013 and 2020

Where: See map

Who: Christchurch City Council, private companies, operators and New Zealand Transport Agency

Cost: \$74.1 million

Parking for shoppers

Shoppers who chose to drive will be able to access the Central City and park near to the shops in the core of the city in either in 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 short-term parking, 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 no more than a five to 10-minute walk from a 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 on-street metered parking will still be available. Generally, on-street meter parking within the core will be limited to 30 minutes. Outside of the central core area, on-street meter parking will be for a maximum two hours duration.

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 the new network of well-located parking buildings. This will help business 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 minimum numbers of car parks but rather a maximum number of car parks will be included in new regulations.

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 requiring non-residents to buy coupons 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 Central City Playground, Sports Complex, 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 motorists, cyclists and pedestrians 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.

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 ill suited to carry traffic and goods and service vehicles.

The Plan will ensure there is good, easily understood wayfinding (signage) for all modes of travel within, to and around the Central City.

Before the earthquakes, the Council had begun to install new wayfinding maps and signs for pedestrians 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
- 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

When: 2012 to 2016
What: Throughout the Central City, linking to city-wide networks
Who: Christchurch City Council and New Zealand Transport Agency
Cost: \$8 million

Market City

Lots of different, interesting businesses and things to do.

Jane, Christchurch

Grants and incentives for small business start-ups to set up in the CBD - given to those that are unique and/or will enhance the vibrancy and diversity of the city.

Share an Idea, Community Expo

Tourism will grow if we have a beautiful attractive city.

Melissa, Christchurch

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

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

Caroline, Business Development Manager, Christchurch and Canterbury Tourism

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

Chris, Northwood

Give special attention to the city's natural features to encourage innovative and creative thought.

Julia, Hornby

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











Introduction

At the heart of every successful city is a strong, vibrant city centre which is a mix of retail businesses, professional services, 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 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 lower taxes and reduced rates, low interest loans 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 limited in the heart of the Central City, especially on the ground floor. 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 including trams, cycles for hire, and areas in the Central City to reflect Maori culture, festivals, and high-end fashion. The community also felt the Avon River/Ōtakaro should be enhanced as a key attraction for locals and visitors.

Meanwhile, key stakeholders 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.

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 city centre 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, supported by a regulatory framework to be developed to promote the desirable outcomes.

Christchurch’s economy was built on primary produce and manufacturing but in recent years has developed new

economies around tourism, software development, professional services 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 must be a partnership between local government, central government agencies, private investors and the international investment community. No one sector has the resources or influence to achieve what is possible.

Key Projects

- | | |
|----|----------------------------|
| 1 | Compact CBD |
| 2 | Incentives |
| 3 | Free parking |
| 4 | Retail strategy |
| 5 | Covered market |
| 6 | International quarter |
| 7 | Hospital redevelopment |
| 8 | EPIC |
| 9 | Smart city |
| 10 | Convention Centre |
| 11 | Visitor Information Centre |

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

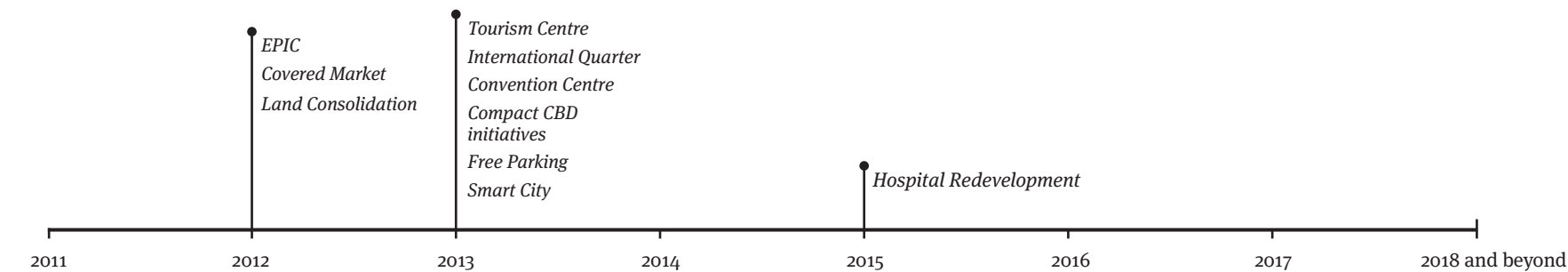
Sarah, Riccarton



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:



As the location for the Central City, it is supported by more than 150 years of investment in infrastructure and a roading network, and is the natural economic heart of the city.

The Market City chapter focuses on three broad areas designed to keep and attract new investment into the central business district; bringing business, employment and people back into the city.

The compact central business district 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 quarter will form part of the compact central business district; it will help support and be supported by a range of complementary activities (office workers, retail, tourism, etc) which will make up the compact central business district. The covered market and the international quarter will complement both the retail quarter 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 medical precinct in the area.

The smart city investment will focus initially on the Central City providing broadband infrastructure to central city business and residents throughout the four avenues. The EPIC initiative will establish a temporary technology focused cluster of businesses on the former Para Rubber site, corner Tuam Street and Manchester Street, owned by the Council, providing the seed for the development of a cluster of complementary business activities.

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 Restart 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 in the current or potentially in a new location, which will support the retail activities within the compact central business district and the visitor attractions and services throughout the central city.

The return and further development of tertiary education in the Central City (as described in City Life) 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



Above: The map shows the Market City Key Projects, the shaded areas represent places where the market projects are particularly focussed. Some of the projects don't have sites identified yet.

- Legend**
- Compact CBD
 - Restart
 - Retail Strategy Applies
 - Smart City
 - Indicative International Quarter Location
 - Indicative Covered Market Location

Compact CBD

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

Historically, Christchurch’s central business district 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 business core, bounded to the north and west by 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 central business districts enable more frequent meetings and exchange of ideas, easier access to services, and better provision of infrastructure, along with better social opportunities for employees. They have 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 higher economic growth for the region.

Compact CBD project

- When:** From 2012 onwards
- Where:** The CBD is defined as being the area bounded by Lichfield, Manchester and Kilmore streets and the Avon River/Ōtakaro
- Who:** Christchurch City Council will provide the regulatory framework for the compact city and, in conjunction with central government will facilitate the incentives

Delivering the compact central business district requires incentives with a spatial effect, regulation and the certainty delivered by the Central City Plan. Implementation of the Compact CBD will include coordinated changes to public transport facilities, transport access corridors and pedestrian areas. This is addressed in the Transport Choice chapter. This project aims to encourage development in the central business district to create a high-functioning, high-density business and retail district. While office and retail development will continue to be widespread, the Council will actively incentivise and regulate to encourage the creation of a high-value and high-energy retail and office core - and distinguish this from other supporting retail and office area. Council-led urban design guidelines and public investment in people-friendly streetscapes will help to visually define the area. The majority of the compact central business area land is owned and will be developed by the private sector. To

accelerate development and attract new tenants, a range of proposed incentives will be available for development, redevelopment, and retail and office relocation to the compact central business district. The full proposed incentives package follows. The investment in the public realm will be ongoing, while the incentives will be reduced as development and employed targets are reached.

“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



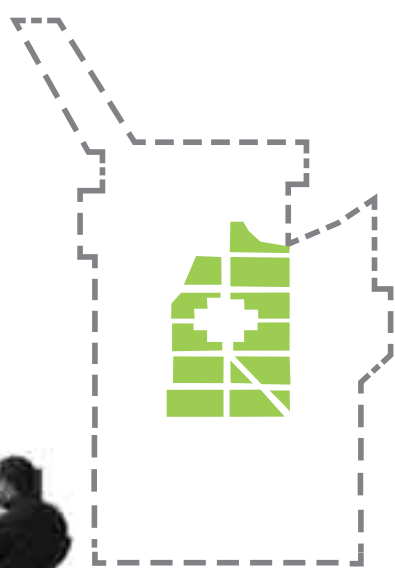
Below: Illustrative collage of Compact CBD.



CBD Before



CBD After



Compact CBD

Incentives

Commercial real estate developers and business tenants will receive incentives to focus the location of business activity and commercial development in the Central City’s compact core and health precinct (see Hospital Redevelopment).

The incentives are aimed at ensuring business continuity and operation during the relocation period, and ensuring developers have sufficient access to capital to get on with the rebuild. These incentives address issues encountered specifically by small-to-medium businesses.

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.

The full range of incentives will be available to most office and retail-based businesses locating to the compact central business district and health precinct. The incentives will serve to create an economic opportunity zone, similar to those overseas, and direct and attract development to the core of Christchurch.

Incentives project

When: Financial years 2012 – 2018

Who: Council led with central government assistance

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

Cost: \$53.6 million over 6 years



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

The incentives will include:

- Working capital loan underwriting to improve the availability of operating capital to ensure business continuity and facilitate business growth. Total Cost: \$1.2 million (contingent liability).
- Bank loan underwriting to bridge gaps in development funding for priority development projects. Post-earthquakes, banks are applying more conservative lending ratios. Increased insurance excesses have contributed to this problem. This incentive is designed to close this gap and address the potential increases in construction costs from inflation and new building code requirements. Total Cost: \$12.65 million (with a five-year payback horizon; contingent liability).
- Grants to employers for each employee to attract businesses and employment back to the central business district and overcome potential suburban market inertia/other impediments to returning to the central business area, such as commitments to long-term leases, concern regarding being the ‘first in’, and costs associated with moving. Total Cost: \$27.3 million for 20,000 employees (estimated three to five-year operation).

- Development Contributions rebates to help make development more affordable, signal the Council’s commitment to Central City re-population and meet a strongly expressed market need to Council to remove dis-incentives to Central City development. Total Cost: \$6.7 million over four years.
- A streamlined consenting process to ensure development can proceed as fast as possible and respond to the need for certainty and urgency in terms of redevelopment timeframes. This will involve hiring additional staff who will be dedicated case managers located in temporary units close to construction areas inside the CBD. Total Cost: \$6.1 million over seven years.

These incentives are the most effective way to stimulate a robust, self-supporting development and business environment. It is proposed the incentives will be available to most office and retail-based businesses locating to the compact central business area and the health precinct.



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

Land consolidation

Council will investigate mechanisms to acquire land that is strategically important to the redevelopment of the Central City.

These mechanisms could 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.

The mechanisms could be used in conjunction with access to the land acquisition powers of CERA, legislative powers being available as a last resort where market and other voluntary options have failed.

Land acquisition would be used to accelerate redevelopment of strategic areas within the city or to achieve a better development outcome for the city. The mechanisms would be used to 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 land owners and land acquisition is necessary to achieve the redevelopment objectives.

“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

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 and by attracting more people into the central business district, it 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.

Free parking will be available for up to 120 minutes in parking buildings. An increasing fee scale of hourly parking fees will encourage short-term use, while continuing to meet the needs of longer term commuter parkers.

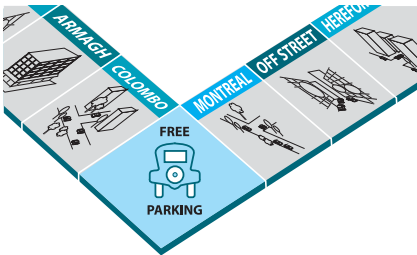
Free parking project

When: From 2012-2015
Where: Off-street parking within the four avenues
Who: Christchurch City Council
Cost: \$3 million



Above: Car parking information and signage will let residents know where to find the most suitable parks.

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



Restrictions on suburban development

Before the earthquake, there had been relatively low levels of investment in commercial space in the central business area, 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 on 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 co-ordination problems - higher productivity requires the agglomeration of businesses and there are obvious dis-incentives 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 will be slow in coming. Meanwhile, the continued location of suburban businesses stimulate the development and tenanting of new suburban business sites, making it more difficult to relocate to the Central City even after a recovery is underway, and endangering new investment in out-of-centre locations.

Council will provide the leadership and regulatory framework to direct certain developments into the Central City. Central and local government will be asked to contribute to 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, High Street and City Mall, the new defined retail area will offer differentiated retail choice, a unique experience for shoppers and improved turnover for retailers.

High 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 core. This core 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 will begin late October 2011 with the Restart initiative, anchored by Ballantynes and consisting of a cooperative of Central City retailers. The Central City Property Owners and Business Group will combine existing retail and hospitality buildings with relocatable expo-style structures for use by retailers and hospitality owners.

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 precinct to the south leaves the northern areas of the central business area free for the development of office space and redevelops Lichfield Street in line with its historical retail and service industry uses. This redevelopment also helps to link the central business retail zone 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 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 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. New car parking facilities are proposed for the southern side of the Lichfield Street/ Tuam Street block to bring people back to the Central City, along with dedicated pedestrian laneways from Cashel Street through to Lichfield Street, and via the pedestrian sections of 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.

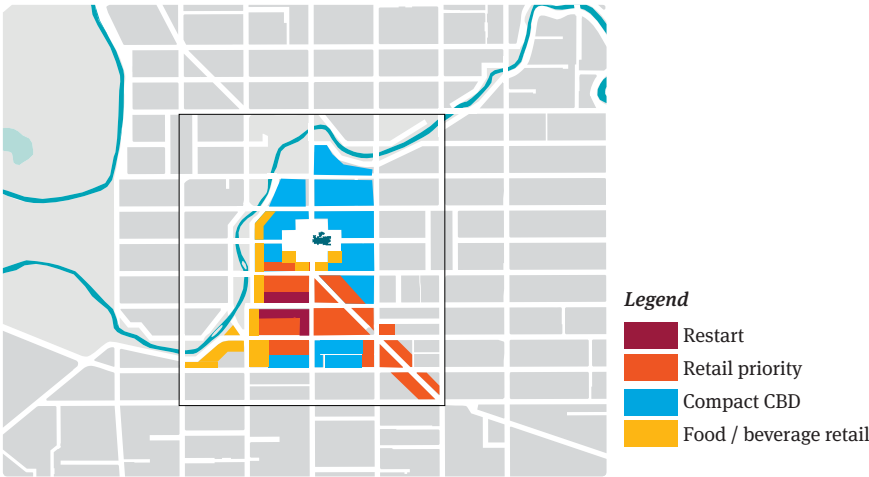
Regulation
Regulation will be a minor but necessary component to achieve the outcomes of the Central City Plan. Retail will be allowed in all areas of the compact central business district, and along High Street and Victoria Street. Outside these areas, retail will be subject to size and bulk regulations to help centralise most discretionary retail within the zoned areas. All new buildings developed in the compact core of the Central City will have retail space located at street level. The incentives package has been developed to accelerate initial retail development within the defined retail quarter of the compact core of the central business district. To accelerate investment in the compact central business district, restrictions on commercial suburban development are proposed to focus immediate commercial property investment into the central business district.

Incentives
Financial incentives for retail businesses locating to the compact retail zone will help to direct new and re-establishing retail businesses into this area. No incentives will be offered to retail in the remainder of the compact central business district or for the boutique retail streets, which will reinforce the core retail area as the prime shopping destination. 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.



Above: A variety of retail shops.

Central City Retail Map:



Retail strategy project

When: From 2012

Where: The retail quarter will focus around the City Mall area

Who: Christchurch City Council will facilitate retail development through incentives and regulations

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 identifying private sector interest in leading and funding the concept. Council will help with land access, 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.



Above: Indoor market facilities will provide retail space for a range of market based businesses.

Covered market project

When: 2012-2013

Where: The covered market will be located to complement the retail precinct

Who: Council will support private sector delivery of this initiative.

Cost: \$2.2 million

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.

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.

Right: International Quarters around the world celebrate diversity by providing entertainment and performance spaces, a variety of foods and costumes.



International quarter project

When: Initial facilitation and promotion work being 2012/13, Streetscape and area improvements 2015/16

Where: Lanes in the area south of Lichfield Street

Who: Council and private sector

Cost: Facilitation and promotion \$200,000 per annum, including marketing and staff time. Streetscape and area improvements - \$4 million

Future employment

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 area.

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 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.

“In order to encourage businesses back Government Departments, Ecan and CCC offices should all be returned as quickly as possible.”

Stephen, Woolston

ECan and Government Buildings
Central government’s commitment to the Central City is as important as that from the business community. The relocation of central and local government is critical to restoring the confidence in the Central City, needed to facilitate development, enable lending and begin the repatriation of the compact core.
The staff this sector brings to the Central City will help spark new development in retail and hospitality, and will also enable the co-location of high-value businesses which work with government clients.
Government is uniquely placed to be a leader in this space, as an important partner, Council sees ECan playing a special role as it relocates its staff to new premises within the Central City. Council remains committed to facilitating Government relocation of staff to the Central City, and a commitment from Government to this relocation is key to the success of this Plan.

Right: Improvements and expansion of the hospital will make the most of the Central City context. Colocation of health facilities will create an efficient and vibrant health precinct.

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 international 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 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 “hospital street” forming the circulation spine of the facility to integrate with the adjoining Avon River Park/Papawai Ōtakaro environment, better linking the facility to the Central City. The development requires continued collaboration between the Council and CDHB. 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 campus into a modern, functional hospital, and it will provide a health and innovation hub for the region.

Hospital redevelopment project

When: Stage 1: Completed by 2016; Stage 2: Completed by 2021

Where: Existing Christchurch Hospital site plus the land exchange area

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 Council; CDHB funded

Hospital Redevelopment Concept:



EPIC

Christchurch's south-east sector will become home to more than 700 employees working for 40-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. Developed in two stages, EPIC will initially provide temporary accommodation for 30 earthquake-displaced high-tech businesses, employing more than 400 staff.

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 a 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.

Below: The placement of high-tech enterprises near to each other will foster innovation and creation for businesses at the same time as bringing life and vitality to the south east quarter of the Central City.

EPIC Incubator Concept:



Smart city

Free wireless hot-spots throughout the Central City will be a feature of the Smart City project to position Christchurch at the forefront of global telecommunications technology.

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.

Enable, the Council's broadband company, 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.



EPIC project

When: Stage 1 by December 2011; Stage 2 by 2015

Where: Stage 1 in the former Para Rubber site, Tuam Street; Stage 2, being investigated

Who: EPIC Christchurch Ltd, in conjunction with the Christchurch City Council (providing the land) and central government (funding the buildings)

Cost: \$120,000 for Council

Smart city project

When: 2012 temporary free WiFi delivered by private partners; 2012 and beyond, broadband and systems upgrades

What: Ultra-fast broadband will be rolled out through the Central City

Who: Enable Networks, with private partners, e.g. Telecom, Trade Me, delivering/sponsoring broadband-based services

Cost: Funded from existing Christchurch City Networks Ltd budgets \$350,000

Attracting visitors

Tourism will play a key role in restoring economic prosperity to Christchurch’s Central City.

Post-earthquake interest in Christchurch provides 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 for visitor experiences of 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 is committed to working with CCT in the short term to help establish key visitor infrastructure, such as the temporary visitor information office, and in the longer term through continued co-ordination of the tourism marketing activities of CCT with Council events and promotions.

Right: The Christchurch Art Gallery, Te Puna O Waiwhetu.

*“Think about tourism!
It’s a key industry.”*

Anna, Linwood



Convention Centre

A world-class convention centre in the heart of the Central City is critical for Christchurch’s economic recovery.

Council is committed to the redevelopment of the Christchurch Convention Centre, as the venue is critical to the redevelopment of the Central City. Conferences at the Convention Centre directly contributed \$44 million annually to the local economy.

The development of a world-class convention centre will also 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 untapped shoulder 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.

Convention Centre project

When: 2013 to 2016

Where: Depending on the condition of the current convention centre, alternative locations that better integrate with the rest of the city will be explored

Who: Council, with central government funding

Cost: \$200 million

“A bigger and better Convention Centre. This is a great opportunity for Christchurch to increase revenue from conferences and corporate events.”

Jane, Lyttelton



Above: The Christchurch Convention Centre. Investigations will focus on the condition of the current facility and the potential benefits for relocation and expansion.

Visitor Information Centre

he 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 key tourism infrastructure project is an appropriate visitor information centre within the Central City to provide a hub, as part of the overall infrastructure required 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 be established in the Botanic Gardens by the Canterbury Museum. This will be established by the end of September 2011.

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 Central City.

Visitor Information Centre project

When: 2011-2012

Where: Temporary tourist centre to be located in the Botanic Gardens adjacent to the Canterbury Museum

Who: Christchurch and Canterbury Tourism with regulatory support from Council

Cost: \$150,000

Transitional City

Transitional City will ease the rules and barriers for a temporary period allowing the market to test ideas, explore concepts and develop innovative ways to bring people, business and investment back into the CBD.

It is a project-led approach to sustain the spirit and ensure the successful transition of the Central City as it redevelops post-demolition through a variety of temporary activities to become the city asked for by Greater Christchurch residents and key stakeholders during Share an Idea.

There will need to be a strong alignment of all temporary activities to support the redeveloped city which will evolve during the next 10 to 20 years.

The Transitional City project is critical to

the success of the recovery of the Central City. A co-ordinated response from public sector agencies, including the City Council and CERA, will be needed to manage and facilitate the transition of the Central City.

This coordination will be achieved by establishing a Council-led project team to centrally capture and coordinate a response to the broad range of quick win initiatives designed to accelerate the redevelopment of Christchurch. These projects will address a broad range of opportunities, ranging from attracting business and investment to the city, through to innovative ideas for achieving positive social, cultural and economic outcomes.

The Transitional City project will deliver a consistent response to all ideas and opportunities, as well as maximising the understanding of market demand and

opportunity, allowing quick wins to be progressed efficiently and effectively.

The project plan will be developed by the Council and will address governance, management, resources, funding, and provide clarity around the project scope, objectives and key performance indicators.

Incentives will be necessary to achieve growth as the Central City recovers; a range of these are proposed across the various chapters.

The Transitional City Project is comprehensive across the following themes:

Green City

- Greening the Rubble
- Avon River Park/Papawai Ōtakaro
- Central City Greenway
- Pocket Parks
- Community Gardens

Distinctive City

- Remembering - fabric drops on landmark sites and site hoardings
- Lighting key areas and specific
- Celebrating milestones
- Social and community services
- Demolition grandstand

City Life

- Gap Filler
- Community events
- Temporary art activities
- Public art programmes
- Temporary libraries
- Cardboard Cathedral

Transport Choice

- Temporary bus exchange
- Road access plan - CBD
- Temporary passenger transport shuttles
- Temporary cycle lanes and streets closures

Market City

- Retail Strategy
- Quick wins initiative
- ReStart
- Covered Market
- Farmers Market
- Expo Market
- EPIC
- Events Village
- Temporary Tourist Information Centre
- Free Car Parking
- Restrictions on Suburban Development
- Central and Local Government commit to return to CBD
- Property Development 101

Transitional City project

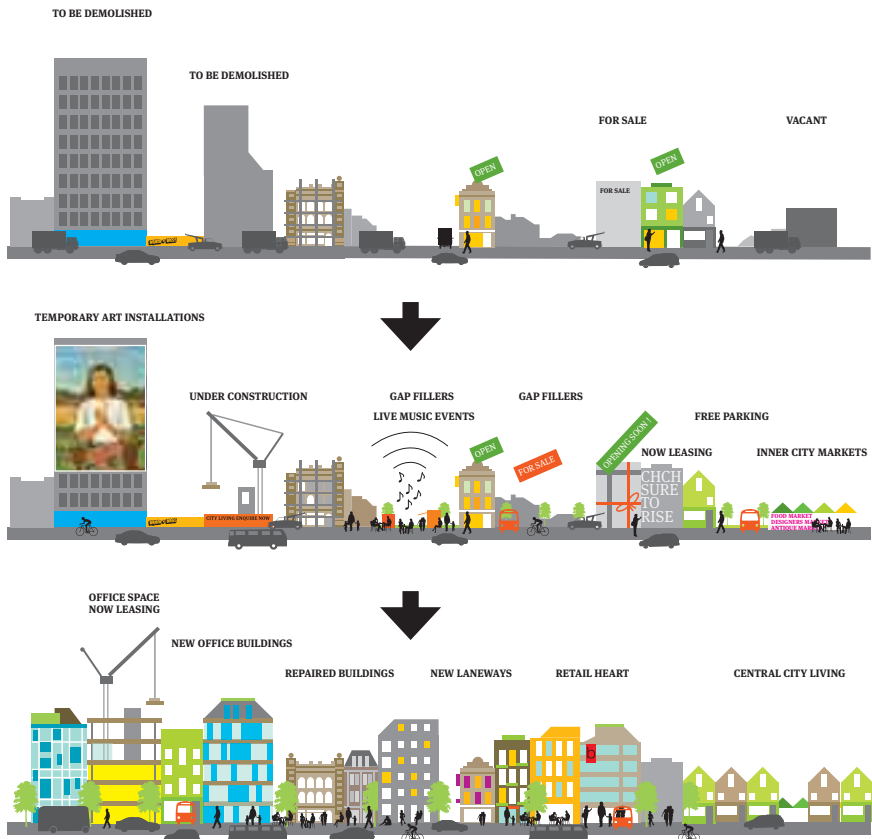
When: Project Team framework and co-ordination currently under discussion with Council and CERA, expected to be finalised by the end of August 2011.

Where: Central City (four avenues) with priority focus on newly defined Compact CBD. entral City (four avenues) with priority focus on newly defined Compact CBD

Who: Council led with governance support from CERA and from other agencies, such as Canterbury Development Corporation, as appropriate.

Cost: Project management and operational costs \$3 million over 10 years; Green City (transitional) \$2.7 million over four years; Distinctive City (transitional) \$5 million over four years; City Life (transitional) \$250,000 over five years; Market City (transitional) nil; and Transport Choice (transitional) \$3.1 million over three years.

Key themes



Rita Angus (1908-1970); A Goddess of Mercy, Oil on Canvas
Collection Christchurch Art Gallery Te Puna o Waiwhetu
Reproduced courtesy of the Rita Angus estate

Transitional Market City

There is an immediate need to create a business environment that delivers a range of activities and interventions to provide for a confident business climate for retail, tourism, hospitality, office and general commercial sectors.

The demand analysis survey and modelling completed by Council, and other business interest groups, shows strong positive support from the business community to return to the Central City (65% to 70% of CBD businesses want to return) over time. This validates the need to quickly put in place a range of measures and interventions to facilitate the return of business activity to the Central City.

Investment capital is a critical component of the recovery. Market confidence in the Central City will be strengthened by public sector investment in amenities and infrastructure. Critical tasks include rebuilding the Convention Centre, Town Hall and Central Library and development of the new Metro Sports Facility. This will send a signal of central and local government’s commitment in the area and provide the confidence for private capital (equity and debt) to follow.

Market City, through its Retail Strategy, is focused on creating a significantly enhanced retail offering in the Central City. Early wins will be ReStart (the Central City Property Owners and Business Group’s initiative to combine existing retail and hospitality buildings with relocatable expo-style structures for use by retailers and hospitality owners to re-open the area bounded by Oxford Terrace/Hereford Street/Colombo Street/Lichfield Street), the new Covered Market and co-location of IT businesses into EPIC.

The provision of an Events Village in Hagley Park to provide infrastructure to deliver arts and culture events, entertainment, the City Council’s events programme and various hospitality events, including Rugby World Cup-related activities, helps bring people back to the Central City.

Market City includes a temporary Visitor Information Centre project to provide the infrastructure to support the return of tourism. The economic benefits to the city from tourism are significant. Attracting visitors is a critical objective of the Market City. Given the need to transition from a temporary to a permanent city over time, Council has given consent for a temporary short-term visitor information centre facility located in the Botanic Gardens by the Canterbury Museum. Provision of temporary office and container retail facilities will be reviewed as the central business area re-opens.

Market City includes a Quick Wins initiative, which provides a platform for quick start projects that will have a life cycle through to the redevelopment of the Central City. Council has established a dedicated property project team to provide a central point within Council to coordinate and facilitate property development projects (both temporary and permanent) to accelerate the redevelopment of the central business district.

Car parking availability

Stakeholder feedback emphasised it is critical for the success of rebuilding a vibrant Central City that off-street Council-controlled car parking within the Central City be provided free for up to 120 minutes for the next two years to encourage residents to come back to the Central City to shop, eat and enjoy the great atmosphere.

Free parking will be available for up to 120 minutes and actively enforced. In parking buildings, an increasing fee scale of hourly parking fees will encourage short-term use.

Restrictions on suburban development (office and retail)

With many businesses relocating from the Central City following the February earthquake, it is proposed certain types and scale of suburban commercial property development be restricted for the next five years to stimulate development and investment in the Central City. Stakeholder consultation has this as a top priority in the Central City recovery. The mechanism proposed to achieve this is through CERA.

Council will provide the leadership and guide the required regulatory framework to encourage commercial property development in the Central City. Aligned with this regulatory restriction on suburban developments, central and local government will be encouraged to contribute by committing to return all previously Central City located operations back into the CBD.

Property development 101

With a significant number of property owners facing first time property development as they rebuild their damaged investment property, there is a need for education in the key aspects of successful property development. This view is strongly supported by Council’s consultation with the banking industry. It is proposed Council take a facilitative role by working with education providers, the banking industry and other appropriate professionals to see this programme delivered.



Above: Relocatable structures for temporary businesses can be used to bring life back into the Central City. Section 8, Melbourne, Australia.

Below: Free parking along with other initiatives are planned to bring people and business back to the Central City.



Transitional Green City

The community has endorsed a strong green and sustainability theme through Share an Idea. There is a need to ensure the physical environment within the area is beautified, greened and where possible used for outdoor events and art following demolition.

Greening the rubble

This will be done by working with property owners, contractors and community groups to “green the rubble” with temporary landscaping and planting of vegetation. The rebuild programme on these sites is likely to be progressive over a number of years, making it essential these vacant sites are greened and enhanced to provide an environment that is distinctly better than a vacant site.

This will involve a financial commitment from Council on strategic vacant sites to fund landscaping and use of the vacant sites in a way that enhances the environment on a short-term basis, pending redevelopment. The initial focus will be on key high-priority locations. The Green City chapter provides a number of creative interventions to support Christchurch’s Garden City theme including the development of the Avon River Park/Papawai Ōtakaro, greenway linkages (parks, cycles and pedestrians), pocket parks for the Compact Central Business District, farmers’ markets, community gardens and Housing Showcase (inspiring high-quality urban design, through the creation of best practice examples of inner city living with leading edge sustainable design and performance coupled with a showcase demonstration element).



Above and right: A temporary public space installation on Victoria and Salisbury Streets by Greening the Rubble. More Greening the Rubble spaces are underway.

Transitional City Life

The City Life chapter provides for strong project-based interventions to create new living environments within the Central City and facilities which help create a sense of community.

Council will facilitate the operation and return of important social and community services that serve the most vulnerable in our community.

Gap filler

Vacant sites will be dormant for some time and some interactive events-based activities on selected key vacant land sites will be promoted. This will involve Council arranging a programme of events and activities on vacant sites within the central business area to be delivered either through the Council’s Events Team or a third party.

To support the city’s transition, an increased frequency of community events will be necessary to encourage people to come into the CBD. Community feedback supported the demand for Council-led events to assist with the transition of the city, including a mini Ellerslie International Flower Show, Summertimes Programme, Sparks in the Park and World Buskers Festival.

City Life includes temporary arts activities, public art programmes, and the opening of temporary libraries, such as the Central South Library at South City.

The Housing Showcase (see City Life) project will help deliver leading edge sustainable housing options for Central City living.

The Anglican Church is proposing to construct a temporary cardboard Cathedral as a symbol of the rebuilding of Christchurch and to provide a space for performances and community events.



Above and right: A Gap Filler performance and recreational temporary space on Colombo Street. More vacant sites are planned to be activated by Gap Filler.

Transitional Distinctive City

The Central City will need to establish a new, strong built identity post demolition.

Building screens and banners

It will be an unfamiliar landscape as areas reopen. Vacant sites provide an opportunity for remembering what came before and to provide hope for the recovery and rebuild. Images of the buildings and streets as they appeared before September 2010 could be printed onto fabric drops or exhibition billboards. This is a practice often used in Europe where scaffolding is erected around key buildings while they are refurbished. The initiative would be implemented by Council, in partnership with the private sector. Preliminary discussions to date indicate a good level of support from several corporate businesses. See Remembering chapter.

Some landmark building sites will require fencing to secure the sites for many years

while repairs are undertaken. The closure of key sites to the public is an acceptable outcome in the short-to-medium term to ensure the retention of the character of our city.

To meet the high public interest in the demolition of Central City buildings, Council will erect portable grandstand structures, in safe locations, adjacent to prominent demolition activity.

The fencing around sites provides an opportunity for interpretation and public information as the city recovers. This will assist with navigation and orientation through the Central City.

The Council will investigate opportunities to partner property owners and sponsors to develop innovative hoardings that remain in place for several years with the opportunity to refresh the information if required. Sites that may especially benefit from this approach include the Arts Centre and Cathedral Square. The Council could also initiate this approach for its

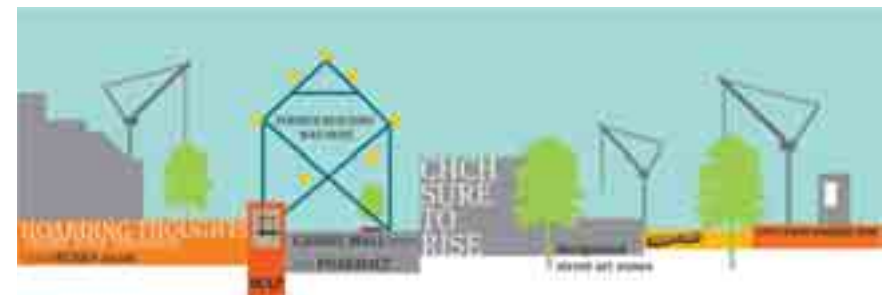
own sites such as Our City O-Tautahi and the Provincial Council Buildings. See Remembering chapter.

The use of specific lighting in key areas and high-profile sites will assist with creating an environment that is distinctive, to be identified as Southern Lights.

The Council will help our community celebrate the milestones the city achieves by acknowledging progress towards recovery with appropriate events.



Above and below: Illustrative cordons around vacant sites creates a sense of anticipation as the site is redeveloped.



Transitional Transport Choice

The transitional public transport plan will include a temporary bus exchange on Lichfield Street, providing the infrastructure to support commuters and shoppers and safe access routes in and out of the central business district.

A transitional road access plan will be developed for the Central City to move through the demolition, construction and economic recovery phases. Temporary passenger transport shuttles will provide pick up and drop off services throughout the area.

Temporary traffic measures including cycle lanes and closure of parts of streets will be trialled through the use of barriers and painted surfaces as part of improving the accessibility and amenity of the Central City.

Free parking, as outlined in Market City, will help encourage shoppers and residents back to the Central City.



Above: Free parking, bus exchange and a shuttle service will help people get in and around the Central City.

Right: An example of temporary traffic restructuring in Copenhagen, Denmark.

Introduction

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, and 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, 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.

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 great future cities of Australasia.

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.

It is recognised that the success of redeveloping the Central City relies heavily on private sector investment in the replacement of a large proportion of buildings.

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 Council’s projects will be included

in future budgets and the Long Term Plan (LTP). Further work will need to be carried out on a number of these 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 key 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 will 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.

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:

Private Investment
Insurance proceeds
Infrastructure rebuild
Council facilities
Christchurch City Council
Council Annual and Long Term Plans (rates/borrow)
Central Government
Central government
New Zealand Transport Agency
Other specifically identified funding institutions
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

Note: This table provides a summary of how the total programme proposed in the plan is expected to be implemented over each of three staging periods.

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.

Chapter	CCP Project	Total Cost \$m	Lead Agency	Implementation method	Now	Soon	Later
Remembering	Earthquake Memorial	\$8.0	CCC	Capital project inc land purchase	\$\$\$	\$\$\$	-
	EPI Centre	\$42.8	CCC	Capital project inc land purchase	\$\$\$\$	-	\$\$\$\$
	Interpretation MultiMedia and Self Directed	\$3.6	CCC	Seek partnership funding	\$\$\$	-	-
	Remembrance Anniversaries	\$0.0	CCC	Seek partnership funding	-	-	-
Green City	Te Otakaro Park (Avon River Park)	\$29.7	CCC	Capital project	\$\$\$	\$\$\$\$	\$\$\$\$
	Greening Cathedral Square	\$12.8	CCC	Capital project	-	\$\$\$\$	\$\$\$\$
	Latimer and Cranmer Squares	\$2.9	CCC	Capital project	\$	\$	\$
	Central City Parks:						
	Central City Greenway	\$26.2	CCC	Capital project	\$\$\$\$	\$\$\$\$	\$\$\$\$
	Community Gardens	\$0.3	CCC	Capital project	\$	\$	\$
	Family Friendly Parks	\$3.0	CCC	Capital project	\$	\$	\$
	Pocket Parks	\$5.2	CCC	Capital project	\$	\$	\$
	Eco streets	\$12.7	CCC	Capital project	\$	\$	\$
	Greening the Roof	\$2.8	CCC/Private	Work with private sector	\$	-	-
	District Heating	\$40.0	CAFÉ / Private sector	Work with private sector	\$\$\$\$	\$\$\$\$	-
	Green Technologies	\$4.1	CCC	Development of tools and incentives plus pilot projects	\$	\$	\$
Distinctive City	Familiar Landmarks	\$31.5	CCC	Promotion, Heritage Incentive Grant, interpretation plan	\$\$\$\$	\$\$\$\$	\$
	Our Future: Heritage Conservation, Adaptive Reuse, Materials, Façades, Human Scale and the City Grid	\$0.0		Provision of information and good practice advice, guidelines and policies, review City Plan provisions	-	-	-
	Good Urban Design	\$2.0	CCC	Promotion and design guidance	\$	\$	\$
	Blocks, Lanes and Courtyards	\$49.0	CCC	Capital work	\$\$\$\$	\$\$\$\$	\$
	Precincts and Neighbourhoods	\$0.1	CCC	Define precincts and centres, apply planning mechanisms	\$	\$	-

* Refer to costing notes

Chapter	CCP Project	Total Cost \$m	Lead Agency	Implementation method	Now	Soon	Later
City Life	Metropolitan Sports Facility	\$280.0	CCC	Capital work	\$\$\$\$\$	\$\$\$\$\$	-
	Learning in the City:						
	New Central Library	\$115.0	CCC	Capital work	\$\$\$\$\$	\$\$\$\$\$	-
	School Choice	\$0.2	CCC	Collaboration	\$	\$	-
	Tertiary Education	\$0.5	CCC	Collaboration	\$	\$	\$
	Art in the City:						
	Community Performance and Rehearsal Facility	\$31.0	CCC	Capital project	-	\$\$\$\$\$	-
	Arts and Crafts Studio Assistance	\$5.0	CCC	Capital project	\$\$\$\$\$	-	-
	Professional Theatre	\$45.0	CCC	Capital project	-	\$\$\$\$\$	-
	Public Art Network	\$5.4	CCC	Capital project	\$\$	\$\$\$	\$\$
	Central City Playground	\$7.0	CCC	Capital project	\$\$\$	\$\$\$	\$\$
	A Place for Everyone:						
	Lighting in the city	\$13.7	CCC	Capital project plus Events	\$\$\$\$\$	\$\$\$	\$\$\$
	Safety through design	\$0.5	CCC	Promote safety	\$	\$	\$
	Christchurch Community House	\$0.5	CCC	Collaboration and support	\$	-	-
	Living in the City:						
	Residential Incentives	\$17.9	CCC	DC rebate plus home buyers assistance	\$\$\$\$\$	\$\$\$\$\$	-
	Social Housing	\$0.0	CCC	Capital project	-	-	-
	Affordable Housing	\$15.0	CCC	New Housing Agency	\$\$\$	\$\$\$\$\$	\$\$\$
	Neighbourhood Initiatives	\$5.2	CCC	Capital project plus community support	\$\$	\$\$\$	\$\$
	Housing Showcase	\$0.2	CCC	Collaborative partnership	\$	\$	\$
Transport Choice	Streets for People:						
	Slow core	\$55.3	CCC	Capital work	\$\$\$\$\$	\$\$\$\$\$	\$\$\$
	Main streets	\$65.6	CCC	Capital work plus travel management	\$\$\$\$\$	\$\$\$\$\$	\$
	Streets for Cycling	\$22.0	CCC	Capital work	\$\$\$\$\$	\$\$\$\$\$	-
	People on Public Transport						
	Bus Streets and Street Stations	\$48.7	CCC	Capital work plus investigations	\$\$\$\$\$	-	-
	Light Rail						
	Network study	\$2.0	CCC	Joint investigation	\$\$\$	-	-
	City to University detailed study	\$2.0	CCC	Joint investigation	\$\$\$	-	-
	City to University implementation	\$406.0	CCC	Capital work inc land protection	\$\$\$\$\$	\$\$\$\$\$	-
	People in Cars:						
	Enhancing the Avenues	\$65.0	CCC	Capital and renewal work	\$\$\$\$\$	\$\$\$\$\$	-
	One Way to Green Way	\$74.0	CCC	Capital and renewal work	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$
	Parking and Servicing	\$74.1	CCC	Capital and renewal work	\$\$\$\$\$	\$\$\$\$\$	\$\$\$\$\$
	Way Finding	\$8.0	CCC	Capital work	\$\$\$	\$\$\$	-

* Refer to costing notes

Summary of projects

Chapter	CCP Project	Total Cost \$m	Lead Agency	Implementation method	Now	Soon	Later
Market City	Compact CBD:						
	Incentives	\$53.6	CCC / Crown	Grants and bank underwrites	\$\$\$\$	\$\$\$\$	\$\$\$
	Land Consolidation	\$0.0	CCC	Work with private sector	\$\$\$	\$\$\$\$	-
	Free Parking	\$3.0	CCC	Reduce fees	\$	\$\$\$	-
	Retail Strategy:						
	Covered markets	\$2.2	CCC	Construct facility and work with private sector	\$\$\$	-	-
	International Quarter	\$4.2	CCC	Work with private sector plus capital work	\$	\$\$\$	-
	Future Employment						
	Hospital redevelopment	\$0.0	CDHB	Health sector led	-	-	-
	EPIC	\$0.1	Private sector	Work with private sector	\$	-	-
	Smart City	\$0.4	Enable Networks Ltd	Work with Enable and private sector	\$	\$	-
	Attracting Visitors:						
	Convention centre	\$200.0	CCC	Capital work	\$\$\$\$\$	\$\$\$\$\$	-
	Tourism centre	\$0.2	C&CT	Provide temporary facility	\$	-	-
Transitional City	Transitional City	\$14.1	CCC		\$\$\$\$	\$\$\$	\$
TOTAL CCP PROJECTS		\$1,948.5			\$755.9	\$1,050.2	\$142.4

Repairs and Reconstruction							
CCC's Alliance Works	\$187.6	CCC	Alliance	\$\$\$\$\$	\$\$\$\$\$	-	
CCC's Non Alliance Works	\$171.1	CCC		\$\$\$\$\$	\$\$\$\$\$	-	
Total Repairs and Reconstruction	\$358.7			\$179.3	\$179.3	\$0.0	

* Costing Notes

1. Total Costs are estimated in 2011 dollars. No allowance is made for inflation, as this is taken into account in the Council's budget processes

2. Total Costs for projects led by others, such as the Hospital redevelopment and Smart City, are excluded unless a CCC role requires funding

3. CCC led projects with zero cost shown will be delivered within existing resources

4. Capital rebuilding projects such as the Convention Centre, Central Library and Alliance infrastructure repairs and reconstruction will be partly funded by insurance
5. Partners and support agencies include Central Government, NZTA, CERA, Ngai 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

6. CCC's Alliance Works include roads, bridges, water supply, wastewater and stormwater networks

7. CCC's Non Alliance Works include Avon River works, CCC buildings, Parks and Open Spaces
8. Excluded from the Non Alliance total are buildings such as the Convention Centre, Central Library, Centennial Pool, Parking Buildings which are provided for above.

9. Costs estimates are based on best information known at date of production and will be further developed as project information is further defined

Small	\$	0.001	0.500
Small/Medium	\$\$	0.500	2.000
Medium	\$\$\$	2.000	5.000
Medium/Large	\$\$\$\$	5.000	50.000
Large	\$\$\$\$\$	50.000	



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.

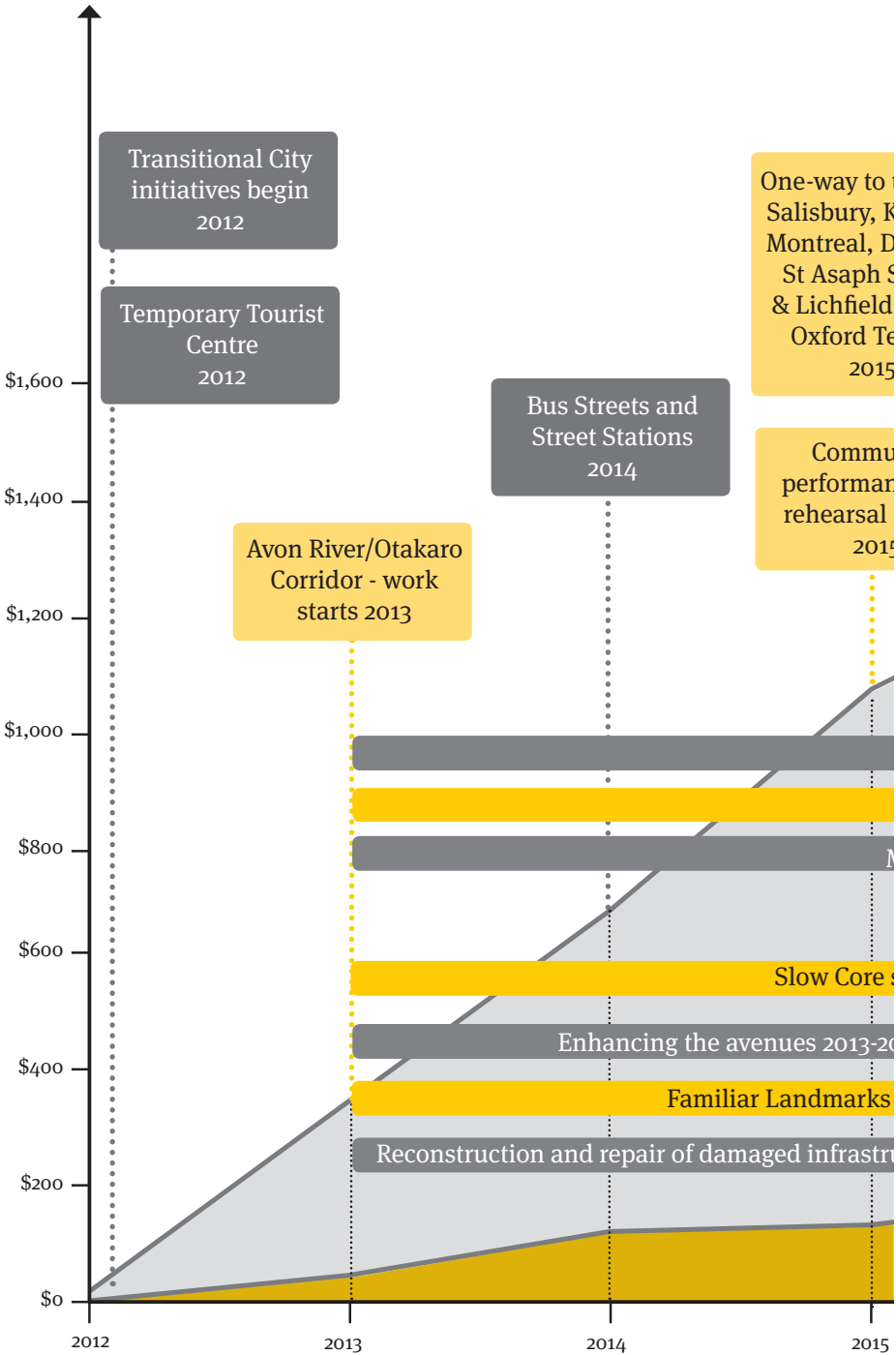
Key community or sector led projects, such as the Christchurch Hospital redevelopment, are also identified, although their timing may yet have to be confirmed. Such projects have a close relationship with the spatial plan for the city, for instance, actions that will lead to a defined health precinct.

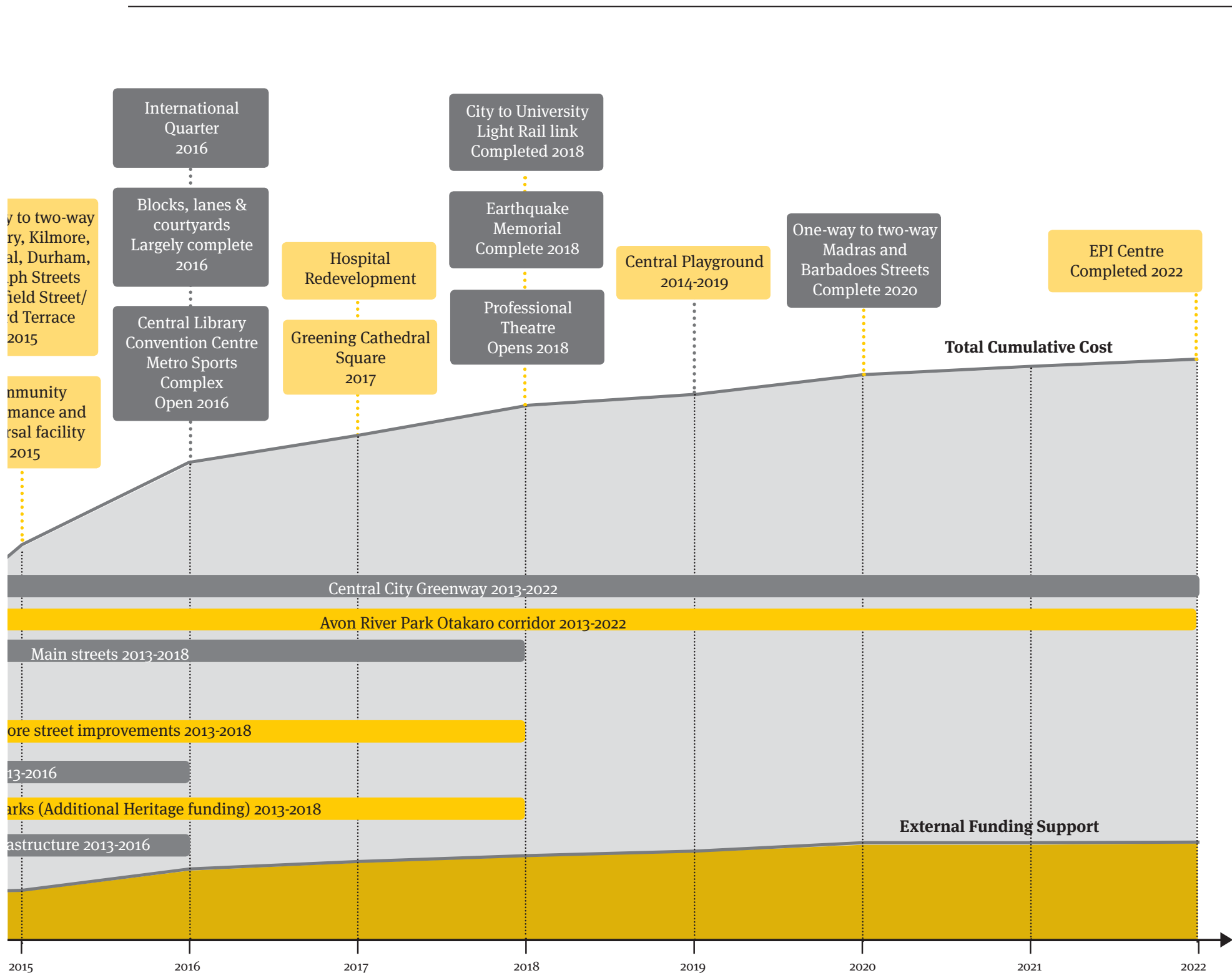
The programme identifies the lead agency involved in each project, and the means by which each project will be implemented. For example, the development of the new Metropolitan Sports hub will be implemented as a Council capital project programmed in the LTP, with the support or involvement of others like Sport Canterbury. Other initiatives will be implemented in other ways, such as through changes to the City Plan in accordance with the regulatory framework.

Opportunities will be taken with important Council-owned buildings and facilities in the Central City which require major repairs or reconstruction, such as the Central Library, Town Hall and Centennial Pool, to review what they do and where they are located.

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.





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 also be complemented by the Council’s Community Outcomes Monitoring Programme and the Big Cities Quality of Life Report.

Central City Plan monitoring and review process chart:

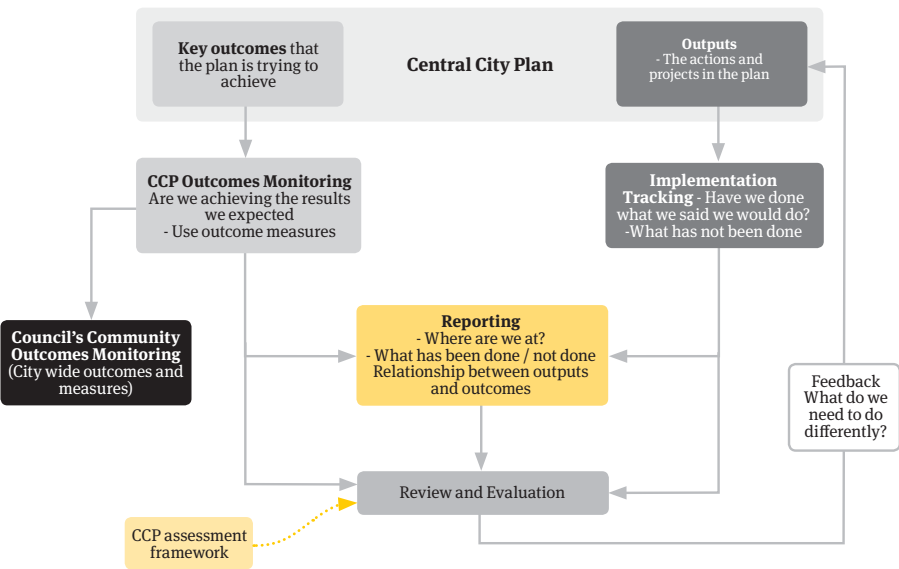


Table 3 Targets and Measures

Key Outcome Statement and Targets	Examples of measures for each target
Central City is used by a wide range of people and for an increasing range of activities	
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
The Central City is a vibrant and prosperous business centre	
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 compativble 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
The Central City has a distinctive character and identity	
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

Key Outcome Statement and Targets	Examples of measures for each target
Open space, streets and buildings enhance the look and function of the Central City	
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
More people, including families, live in the Central City	
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
People are safe in the Central City	
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
Residential neighbourhoods are attractive and are designed to meet the needs of the community	
Residents are satisfied with the appearance and function of residential areas	Satisfaction with appearance, facilities and function of residential areas
People have equitable access to parks, open space, recreation facilities and libraries	
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
Increased proportion of journeys are made by walking, cycle and public transport	
Increased use of walking, cycling and public transport for trips to and within the Central City	Pedestrian, cycle counts and public transport patronage figures

Key Outcome Statement and Targets	Examples of measures for each target
A greater proportion of energy used is from renewable sources, and energy and water is used more efficiently and sustainably.	
1000 new buildings have a Green Star or “green light” rating	Number of new buildings with an independent green rating
Important ecosystems in the Central City are protected and enhanced	
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), Koko (tui) and Kakariki (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

Reporting can take the form of committee style reports and presentations to inform the Plan’s review and evaluation processes on a regular basis with more comprehensive reporting tied into financial planning cycles such as the Council’s LTP.

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.

The nature of public reporting will be through the Council’s website, print media, social media and Council’s own publications, including Our Christchurch.

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

Year	June	December
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
CERA Legislation Finishes		
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.

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
Availability of Operating Capital (Business Continuity)	Low-interest working capital underwrite
Development funding gap	Bank loan underwriting
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, and that developers have sufficient access to capital to facilitate the rebuild.

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 and retail-based businesses locating to the Compact CBD and health precinct, while some will be available, to a greater or lesser degree, to varying business sectors outside of those areas, especially if encouraging cluster-style development in specific areas. 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 rebates will be tied to the completion and successful certification of a Green Star compliant building, and will apply only to the Compact CBD and health precinct; however additional criteria may be applied as part of the adoption process.

Timing: The Development Contributions grant will last for four years from the time of adoption of this Plan and will apply to any consent lodged during that period. This will provide time to allow the development market to recover, and for Council to review its Development Contributions policy.

Costs: \$6.7 M in total over four Years

Table 6: Per year costs of Development and Reserve Contribution rebates (\$m)

2012/13	2013/14	2014/15	2015/16
\$0.4	\$0.9	\$2.2	\$3.1

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. Per-employee grants make the Central City a more attractive place to do business, and help to lower business costs and cover some of the costs associated with moving a business.

These grants will be provided to retail, hospitality and office-based businesses, that relocate from anywhere in Canterbury or internationally to the Compact CBD, and to any medical or associated business that locates to the health precinct. The grants will be provided on a per-employee basis as a one-off payment equal to five per cent of the salary of each employee up to \$2000 per employee.

The continuation of these grants will be reviewed once 19,000 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 19,000 employees: \$27 million.

Table 7: Total cost of per-employee grant

Year	% Goal	Annual Cost
2012-2013	65%	\$14.8m
2013-2014	91%	\$9.4m
2014-2015	100%	\$3.1m

Working Capital Loan Underwriting

Some businesses have had difficulty accessing working capital which can make business operation and expansion difficult, particularly during times of stress. Underwriting these bank loans will make working capital easier to access and less expensive. These loans will be targeted at businesses that relocate to the Compact CBD or health precinct. In addition to the per-employee grants, loans should help make the transition to their new location easy while enabling their future business prospects. Access to working capital for businesses will also be provided to ensure that they can continue to operate in a temporarily less productive environment.

The expectation is that the government, with Council assistance, will underwrite the capital lent and assume a risk equal to about 1.5% of the total value lent (based on typical underwriting margins). The repayment period would need to be three years, and government would lend 50% of the total value, with a traditional lender being responsible for the remaining 50%.

The working capital loans will be reviewed once \$100 million in capital is lent.

The range of expected lending is between \$67 and \$100 million, with total government component of \$33.5 to \$50 million. With a three-year payback period, the total implied cost to government is between \$763,000 and \$1.2 million.

Incentives programme

Development Capital (Bank Loan) Underwriting

Developers have increasingly signalled that access to development capital and increased construction costs will be a key constraint to redevelopment. The higher risk of lending in an unknown environment means banks have lowered the total value of a development on which they will loan from 70 per cent of rated value to 50 per cent. This reduction, combined with an increase in construction costs that insurance may not fully cover, has added additional stress. To accelerate the redevelopment, government and/or Council will underwrite the gap (30 per cent of total costs) created by this change in risk appetite for developments in the Compact CBD and medical cluster areas. The developer will need to refinance the debt with the traditional lender once the 30 per cent gap has been paid off, but after a period not to exceed five years. Based on historical development rates, projected space requirements and new build costs, this incentive will enable \$900 million of development before its review. This is anticipated to take five years, making for a total programme length of 10 years.

Cost: 10-year cost risk-adjusted: \$12.5 million (nominal) (10 years of underwriting costs)

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.

It will probably be necessary to increase staff levels 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 planners \$800,000 per annum for seven years, plus \$300,000 capex investment.

Residential incentives

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.

The incentives will be available for residential developments in the south and east of the city. This is to reflect the areas where new mixed use development is earmarked and where there is capacity for more 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

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-Febrary earthquake

Damaged assets

Within the Central City there is considerable damage to roads, bridges, pipe systems 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 red zone, 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 11: City infrastructure

Issue	Incentive	Energy utilities
Transport system	Cellular and land-line networks	Petroleum supply
Green space	Broadband fibre networks	Reticulated gas
Water supply		Electricity network
Wastewater		
Stormwater management		
Refuse collection		



networks have performed remarkably well, apart from areas beside the Avon River/Ōtakaro where lateral spread and liquefaction has occurred. The current best estimate of the likely damage ratio for pipe systems is 13 per cent with a maximum of 17 per cent. 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.

Some of the Council's significant infrastructure recovery projects include:

- Reconstruction of the Kilmore Street brick barrel main
- Avon River/Ōtakaro floor capacity and water quality
- Refuse collection systems

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 over 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, then 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, then they 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. The maps in the Appendices show where key infrastructure is located.

Infrastructure programmes

Infrastructure recovery programme

The Council’s city-wide infrastructure rebuild is being managed by 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, totalling \$27 million .
- Other Council facilities, such as the Civic Offices and Central Library.
- V-Base 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 12 Infrastructure repair and reconstruction costs

Network	Total Capex \$m	Capex \$m 1-2 Yrs	Capex \$m 3-4 Yrs	Capex \$m 5-7 Yrs
Alliance				
Transport	73.0	18.3	36.5	18.2
Water supply	12.2	3.1	6.1	3.0
Wastewater	73.6	18.4	36.8	18.4
Stormwater	15.8	4.0	7.8	4.0
Structures	13.0	4.0	6.0	3.0
Total	187.6	47.8	93.4	46.6
Non-Alliance				
Stormwater	1.6	0.4	0.8	0.4
Parks and Open Space	39.5	9.9	19.7	9.9
Buildings	130.0	32.5	65.0	32.5
Total:	171.1	42.8	85.6	42.8

Marketing

Implementing the outcomes of the Central City Plan will be a long-term commitment, therefore the marketing approach needs to be enduring. It also needs to ensure that residents and stakeholders retain a connection with the Central City Plan as each project is implemented.

It is likely that most projects outlined in this Plan will require further public engagement and consultation. A coherent brand framework for the implementation of the Central City Plan is therefore required and will be vital to maintain community connectedness with the Plan.

The proposed brand identity for the implementation of the Central City Plan is Future Christchurch: Central City. It is important that any brand can provide residents and stakeholders with a future focus to the positive days ahead for the city. Future Christchurch: Central City enables this. It also provides the branding framework on which a cohesively planned marketing and communications approach can be developed. This approach is required to maintain the public profile of the Central City Plan and to ensure consistent branding and messages are used throughout the implementation of the projects within the Plan.

The Future Christchurch framework is also flexible in that other Council and earthquake recovery programmes can fit within it. For example, a recovery plan for Sydenham or Lyttelton could use Future Christchurch: Sydenham or Future Christchurch: Lyttelton. The Future Christchurch: Central City brand, however, is strong enough to stand alone.

Further work on the Future Christchurch: Central City brand framework, and related marketing and communications approach is required. It is proposed that this work commence following Council's deliberations on the written public comments received from the draft Central City Plan consultation and be included in the final Central City Plan presented to the Minister for Earthquake Recovery.

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